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REVISED TRAFFIC IMPACT ANALYSIS REPORT
DEL AMO FINANCIAL CENTER EXPANSION

Torrance, California

May 24, 2016

(original dated August 21, 2015)

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EXECUTIVE SUMMARY

Project Description

- Del Amo Financial Center is an existing office campus located west of Hawthorne Boulevard, between Del Amo Circle and Carson Street at 21515 – 21615 Hawthorne Boulevard, in the City of Torrance, California. The existing office campus is currently developed with a total floor area of 365,581 SF of GFA within six (6) buildings and a parking supply of 1,163 spaces. The six (6) buildings are comprised of a 12-story office building with 227,916 SF of GFA, a 5-story, 81,899 SF office building, and four one and two-story office pavilions with a total floor area of 55,766 SF of GFA.

- The proposed Project includes the construction of up to 12,000 SF of restaurant spaces, inclusive of outdoor dining area/patio and a 45,000 SF fitness center, as well as the conversion of an existing 81,899 SF office building to a medical office building. Upon completion of the Project, Del Amo Financial Center will have a total floor area of 422,581 SF of GFA and a parking supply of 1,304 spaces. The Project is anticipated to be completed and fully operational by the Year 2018.

- Vehicular access to the Project site will be provided via two (2) "left-in only and right-in/right-out only" driveways located along Del Amo Circle and one full-access driveway located along Carson Street. As a project design feature, the existing median on Del Amo Circle, between Hawthorne Boulevard and Village Court will be modified and designed such that the median opening at the two project driveways would restrict outbound left-turns consistent the requirements of the City.

- After accounting for the existing trip credit, as well as internal capture and pass-by trips adjustments, the proposed Project is forecast to generate 4,238 net daily trips, with 126 net trips (70 inbound, 56 outbound) produced in the AM peak hour, 442 net trips (245 inbound, 197 outbound) produced in the Midday peak hour, and 365 net trips (182 inbound, 183 outbound) produced in the PM peak hour on a typical weekday.

- The eleven (11) key study intersections that have been selected for evaluation in this report provide both regional and local access to the study area. The key intersections analyzed in this report are as follows:

    1. Anza Avenue at Torrance Boulevard
    2. Anza Avenue at Carson Street
    3. Anza Avenue at Sepulveda Boulevard
    4. Village Court at Del Amo Circle
    5. Del Amo Circle at Carson Street
    6. Hawthorne Boulevard at Torrance Boulevard

7. Hawthorne Boulevard at Del Amo Circle
8. Hawthorne Boulevard at Carson Street
9. Hawthorne Boulevard at Sepulveda Boulevard
10. Madrona Avenue at Torrance Boulevard
11. Madrona Avenue at Carson Street

Cumulative Projects Description

The twelve (12) cumulative projects are expected to generate a combined total of 18,180 daily trips (one half arriving, one half departing) on a "typical" weekday, with 909 trips (604 inbound and 305 outbound) forecast during the AM peak hour, 1,639 trips (721 inbound and 918 outbound) forecast during the Midday peak hour, and 1,481 trips (602 inbound and 879 outbound) forecast during the PM peak hour.

- **Traffic Impact Analysis (ICU Methodology)**

Existing Traffic Conditions (ICU Methodology)

- For Existing traffic conditions, one (1) signalized study intersection currently operates at an unacceptable level of service during the PM peak hour when compared to the LOS standards defined in this report. The remaining signalized intersections currently operate at acceptable levels of service during the AM, Midday, and PM peak hours. The intersection operating at an adverse LOS is:

	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
Key Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
9. Hawthorne Boulevard at Sepulveda Boulevard	--	--	--	--	0.960	E

Existing With Project Traffic Conditions (ICU Methodology)

- For Existing With Project traffic conditions, one (1) signalized study intersection is forecast to continue to operate at an unacceptable level of service during PM peak hour, while the remaining study intersections are forecast to operate at acceptable levels of service during the AM, Midday, and PM peak hours. The intersection operating at an adverse LOS are:

	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
Key Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
9. Hawthorne Boulevard at Sepulveda Boulevard	--	--	--	--	0.967	E

None of the key signalized study intersections will have a significant impact under the Existing With Project traffic condition when compared to the LOS criteria defined in this report. Since there are no significant impacts, no improvements are recommended.

Year 2018 With Project Traffic Conditions (ICU Methodology)

- For Year 2018 With Project traffic conditions, four (4) signalized study intersections are forecast to operate at unacceptable levels of service during the AM, Midday, and/or PM peak hours when compared to the LOS standards defined in this report. The remaining study intersections are forecast to operate at acceptable levels of service during the AM, Midday, and PM peak hours. The intersections operating at an adverse LOS are:

-

	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
Key Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
1. Anza Avenue at Torrance Boulevard	--	--	--	--	0.910	E
6. Hawthorne Boulevard at Torrance Boulevard	--	--	--	--	0.969	E
8. Hawthorne Boulevard at Carson Street	--	--	--	--	0.984	E
9. Hawthorne Boulevard at Sepulveda Boulevard	0.906	E	0.928	E	1.021	F

Of the four locations identified above, one (1) intersection, Hawthorne Boulevard at Carson Street, is expected be cumulatively impacted by project traffic under the Year 2018 With Project traffic condition when compared to the LOS criteria defined in this report. However, the implementation of the improvements at this key intersection as identified in the *Citywide Traffic Analysis – City of Torrance, prepared by RBF Consulting, dated June 3, 2008* will offset the cumulative impacts and return the operating condition of the intersections to acceptable levels of service. The remaining key study intersections are projected to operate at acceptable service levels during the AM, Midday, and PM peak commute hours.

Traffic Impact Analysis (HCM Methodology)

Existing Traffic Conditions (HCM Methodology)

- For Existing traffic conditions, none of the eleven (11) study intersections currently operates at an unacceptable level of service during the AM, Midday, and/or PM peak hour when compared to the LOS standards defined in this report. All of the study intersections currently operate at acceptable levels of service during the AM, Midday, and PM peak hours.

Existing With Project Traffic Conditions (HCM Methodology)

- For Existing With Project traffic conditions, all eleven (11) key study intersections are forecast to continue to operate at an acceptable level of service during the AM, Midday, and/or PM peak hours when compared to the LOS standards defined in this report. Since there are no significant impacts, no improvements are recommended.

Year 2018 With Project Traffic Conditions (HCM Methodology)

- For Year 2018 With Project traffic conditions, all of the key study intersections are forecast to continue to operate at acceptable levels of service during the AM, Midday, and/or PM

peak hours when compared to the LOS standards defined in this report. Since there are no significant impacts, no improvements are recommended.

Area-Wide Improvements

Year 2018 With Project Traffic Conditions Recommended Improvements (ICU Methodology)

- The results of the Year 2018 With Project traffic conditions level of service analyses indicates that the proposed Project will cumulatively impact one (1) of the key signalized study intersections based on the *Intersection Capacity Utilization (ICU)* Method of Analysis. The improvements listed below, which are consistent with those planned by the City[1], offsets the cumulative Project traffic impacts at the following intersection:

  - Hawthorne Boulevard at Carson Street: Widen the west side of Hawthorne Boulevard to provide a third southbound left-turn lane; widen along the south side of Carson Street to provide a third eastbound through lane. Modify existing signing and striping as necessary, and modify existing traffic signal, to include a westbound right-turn overlap phase; prohibit southbound "U-turn" movements.

    A review of the concept plan prepared as a part of the Citywide *Traffic Analysis – City of Torrance, prepared by RBF Consulting, dated June 3, 2008* indicates that widening and right-of-way dedication along the Del Amo Financial Center project frontage on Hawthorne Boulevard, between Del Amo Circle and Carson Street would be necessary to implement this improvement.

    The Project's fair-share contribution towards the implementation of the above-referenced planned improvements will be satisfied through participation of the City's DIF program.

City of Torrance Development Impact Fee

- Per the requirements of the City, the proposed Project can be expected to participate in the City's DIF program. The DIF is applied to pay a portion of the costs identified for public facilities, including transportation-related improvements, as well as underground of utilities, sewer, and storm drain improvements, and Police and Fire facilities and is based on the size of all new developments. Hence, the Project's payment of the City's DIF would "offset" the Project's cumulative traffic impact at the impacted intersections. The Project's precise fee will be determined upon issuance of Project building permits by the City of Torrance Development Department.

  Based on preliminary calculations, the proposed Project's DIF would total $98,086.60.

[1] Source: *Citywide Traffic Analysis – City of Torrance, prepared by RBF Consulting, dated June 3, 2008.* Conceptual Intersection Improvement Plans prepared by RBF graphically illustrates the widening necessary to implement the planned intersection improvements for Hawthorne Blvd at Carson St and Hawthorne Blvd at Sepulveda Blvd.

Site Access and Internal Circulation Evaluation

- All of the Project driveways are forecast to operate at acceptable levels of service in the Year 2018 during the AM, Midday, and PM peak hours.

- The internal circulation was evaluated in terms of vehicle-pedestrian conflicts. Based on our review of the proposed site plan, the overall layout does not create any unsafe vehicle-pedestrian conflict points. Project traffic is not anticipated to cause significant queuing/stacking on the Project driveways.

- The results of the queuing assessment indicates that the westbound left-turn lane at Project Driveway 1, which will maintain a storage length of 150 feet with a 60-foot transition, and the dedicated westbound left-turn lane at Project Driveway 2, which will be designed with 90-feet of storage and a 60-foot transition, is of sufficient length and can accommodate forecast vehicular queues in the these left-turn lanes.

- In conjunction with development of the proposed Project, the following improvement is recommended to enhance access to the project site at Driveway 1 and 2:

  - **Del Amo Circle North at Village Court:** Install an all-way stop control at this key intersection and provide a crosswalk across the east leg of Del Amo Circle. The installation of the all-way stop and associated signing and striping modifications is subject to the approval of the City of Torrance.

  - **Del Amo Circle, between Village Court and Hawthorne Boulevard:** Construct/modify median on Del Amo Circle to enforce "left-turn egress" restrictions at Project Driveways 1 and 2, and make appropriate modifications to the existing signing and striping layout per the requirements of the City of Torrance.

    It is recommended that all plants and shrubs within the limited use area of the project driveways be of the type that will grow no higher than 30-inches above the curb, especially west of the Driveways 1. In addition, the maximum tree size and minimum tree spacing in the limited use area shall be 24-inch caliper tree trunks (maximum size at maturity) spaced at 40-feet on center.

Congestion Management Program Compliance Assessment

- No significant impacts are expected to occur on the Los Angeles County Congestion Management Program roadway network (i.e. arterial monitoring intersection locations or freeway monitoring locations) due to the development and full occupancy of the proposed Project.

Shared Parking Analysis

- Application of the shared parking methodology results in a peak parking demands at 2:00 PM of 1,290 spaces during a typical weekday. Based on the proposed parking supply of 1,304 spaces, the peak demand hour on a weekday will yield a surplus of 14 spaces. On a weekend the peak parking demand will occur at 11:00 AM with a peak demand of 576 spaces resulting in a surplus of 728 spaces.

Project Specific Improvements

- The following improvements are recommended in conjunctions with the development of the proposed Project to ensure adequate access to the site continues to be provided from Del Amo Circle.

  - Modify existing median on Del Amo Circle along Project frontage. Maintain the westbound left-turn lanes on Del Amo Circle at Project Driveway 1 and Project Driveway 2. Design median nose at Project Driveway 1 and Project Driveway 2 to restrict outbound left-turn movements, and install all necessary pavement marking and regulatory signs to inform motorists that northbound left-turn movements from Project Driveway 1 and Project Driveway 2 to westbound Del Amo Circle is prohibited.

  - Maintain the existing westbound left-turn lane at Project Driveway 1 and provide 150-feet of storage and a 60-foot transition. Design dedicated westbound left-turn lane at Project Driveway 2 to provide 90 feet of storage and a 60-foot transition. To maintain clear access at Project Driveway 2, it is recommended that "Keep Clear" pavement legends and the appropriate regulatory signage be installed at this driveway for eastbound traffic on Del Amo Circle.

  - Del Amo Circle North at Village Court**:** Install an all-way stop control at this key intersection and provide a crosswalk across the east leg of Del Amo Circle. The installation of the all-way stop and associated signing and striping modifications is subject to the approval of the City of Torrance.

REVISED TRAFFIC IMPACT ANALYSIS REPORT

DEL AMO FINANCIAL CENTER EXPANSION

Torrance, California

May 24, 2016

1.0 INTRODUCTION

This traffic impact analysis evaluates the potential traffic impacts associated with the proposed Del Amo Financial Center Expansion project (hereinafter referred to as Project). The Project site is located south of Hawthorne Boulevard, between Del Amo Circle and Carson Street, in the City of Torrance, California. The proposed Project includes the construction of a 12,000 SF square-foot (SF) restaurant and a 45,000 SF fitness center, as well as the conversion of an existing 81,899 SF office building to a medical office building. Vehicular access to the Project site is provided via two driveways located along Del Amo Circle and one full-access driveway located along Carson Street. The Project is anticipated to be completed and fully operational by the Year 2018.

This report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential impacts the Project may have on the local and/or regional network in the vicinity of the Project site. The traffic impact analysis evaluates the operating conditions at eleven (11) key study intersections and three (3) Project driveways within the Project vicinity, estimates the trip generation potential of the Project, estimates the trip generation potential of the cumulative projects, and forecasts future (existing and near-term) operating conditions without and with the Project.

Information concerning cumulative projects (planned and/or approved) in the vicinity of the Project has been researched at the City of Torrance. Based on our research, there are twelve (12) planned and/or approved projects within the study area. These twelve related projects were considered in the cumulative traffic analysis for this Project.

This traffic impact analysis has been prepared according to the traffic impact requirements of the *City of Torrance* and is consistent with the most current *Congestion Management Program (CMP) for Los Angeles County.* The Scope of Work for this traffic study, which is included in ***Appendix A***, was developed in conjunction with City of Torrance Public Works Department staff.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing traffic count information has been compiled and is utilized in this report in support of a detailed intersection capacity analysis.

1.1 Study Area

The eleven (11) key area intersections selected for evaluation in this report provide both regional and local access to the study area. They consist of the following:

1. Anza Avenue at Torrance Boulevard
2. Anza Avenue at Carson Street
3. Anza Avenue at Sepulveda Boulevard
4. Village Court at Del Amo Circle
5. Del Amo Circle at Carson Street
6. Hawthorne Boulevard at Torrance Boulevard
7. Hawthorne Boulevard at Del Amo Circle
8. Hawthorne Boulevard at Carson Street
9. Hawthorne Boulevard at Sepulveda Boulevard
10. Madrona Avenue at Torrance Boulevard
11. Madrona Avenue at Carson Street

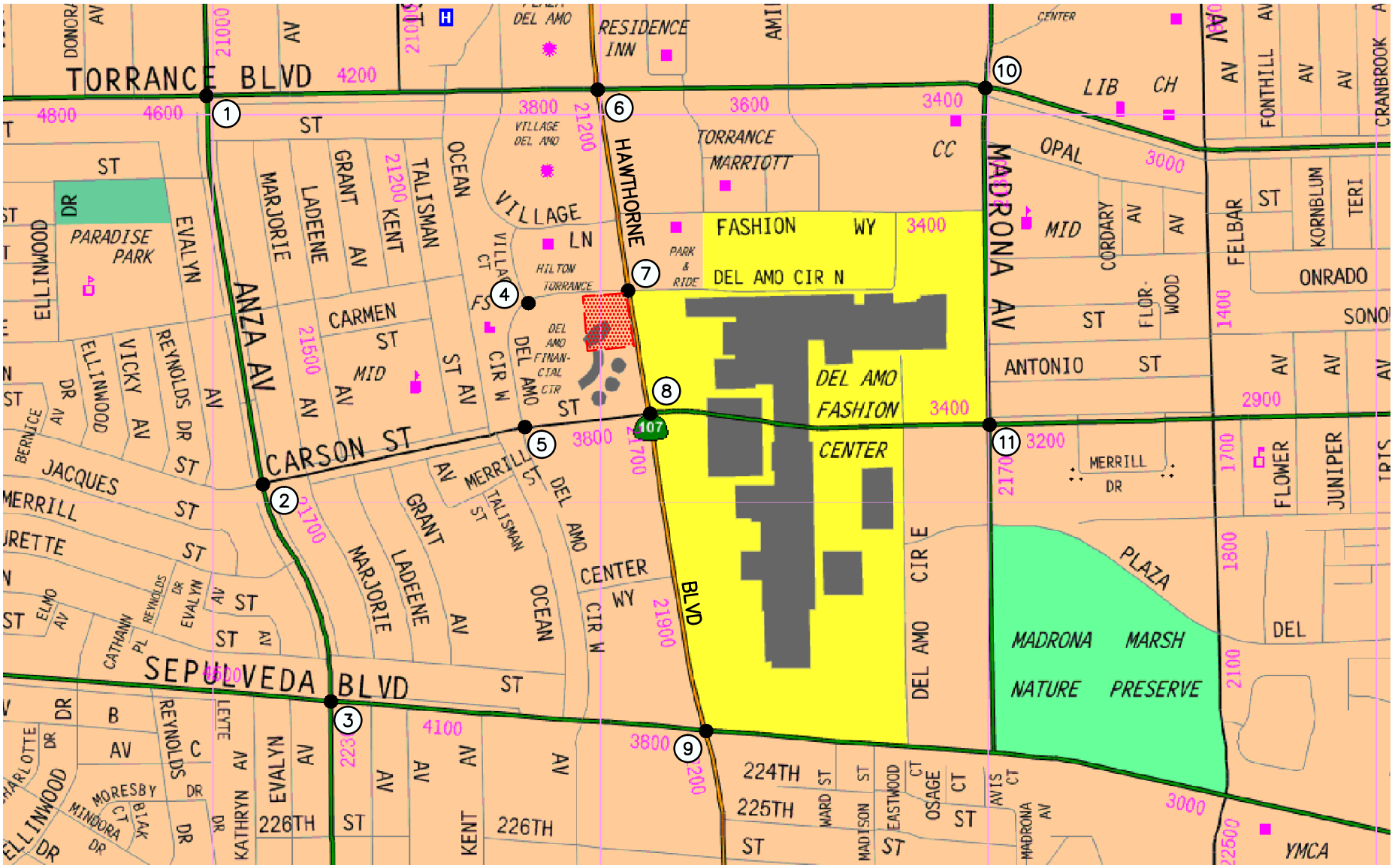
Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project and depicts the study intersections and surrounding street system.

1.2 Traffic Impact Analysis Components

The Intersection Capacity Utilization (ICU), Highway Capacity Manual (HCM), and corresponding Level of Service (LOS) calculations at the key study intersections were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the proposed Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or addresses the impact of the Project.

Included in this Traffic Impact Analysis are:

- Existing Traffic Counts,
- Estimated Project traffic generation/distribution/assignment,
- Estimated Cumulative Projects traffic generation/distribution/assignment,
- AM, Midday, and PM peak hour LOS analyses for Existing Conditions,
- AM, Midday, and PM peak hour LOS analyses for Existing Conditions with Project traffic,
- AM, Midday, and PM peak hour LOS analyses for Year 2018 (Near-Term) Conditions without and with Project traffic,
- Recommended Improvements,
- Site Access and Internal Circulation Evaluation,
- Congestion Management Program Compliance Assessment, and
- Shared Parking Assessment.



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LINSCOTT LAW & GREENSPAN engineers

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SOURCE: THOMAS BROS.

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1-1

VICINITY MAP

DEL AMO FINANCIAL PROJECT, TORRANCE

1.3 Traffic Impact Analysis Scenarios

The following scenarios are those for which ICU/Delay and corresponding LOS calculations have been performed at the key intersections for Existing and Year 2018 traffic conditions:

A. Existing (i.e. Year 2015) Traffic Conditions,
B. Existing (i.e. Year 2015) With Project Traffic Conditions,
C. Scenario (B) with Recommended Improvements, if any,
D. Year 2018 Without Project Traffic Conditions,
E. Year 2018 With Project Traffic Conditions, and
F. Scenario (E) With Recommended Improvements, if any.

2.0 PROJECT DESCRIPTION AND LOCATION

Del Amo Financial Center is an existing office campus located west of Hawthorne Boulevard, between Del Amo Circle and Carson Street at 21515 – 21615 Hawthorne Boulevard, in the City of Torrance, California. The existing office campus is currently developed with a total floor area of 365,581 square-feet (SF) of gross floor area (GFA) (365,581 SF of modified GFA) within six (6) buildings and a parking supply of 1,163 spaces. The six (6) buildings are comprised of a 12-story office building with 227,916 SF of GFA, a 5-story, 81,899 SF office building, and four one and two-story office pavilions with a total floor area of 55,766 SF of GFA. ***Figure 2-1*** presents an existing aerial photograph of the Del Amo Financial Center.

The proposed Project includes development of a 45,000 SF health club/fitness center, a restaurant building with a total floor area of up to 12,000 SF, and a two-level parking structure with approximately 200 spaces. The proposed Project would be generally located on the southwest corner of Hawthorne Boulevard and Del Amo Circle West within the existing office campus, north of the existing 12-story office building in place of an existing surface parking lot and landscaping. In addition to the proposed fitness center and restaurant buildings, the Project includes the conversion of the 5-story, 81,899 SF office building to medical office space. Upon completion of the Project, Del Amo Financial Center will have a total floor area of 422,581 SF of GFA (378,888 SF of MGFA) and a parking supply of 1,304 spaces. *Figure 2-1* also presents the location of the Project within the Del Amo Financial Center. ***Figure 2-2*** presents the proposed overall Project site plan prepared by Nadel Commercial, Inc, whereas ***Figure 2-3*** presents the proposed focused site plan for the Project. The proposed Project is expected to be completed by Year 2018. ***Table 2-1*** presents a summary of the existing and proposed development for Del Amo Financial Center.

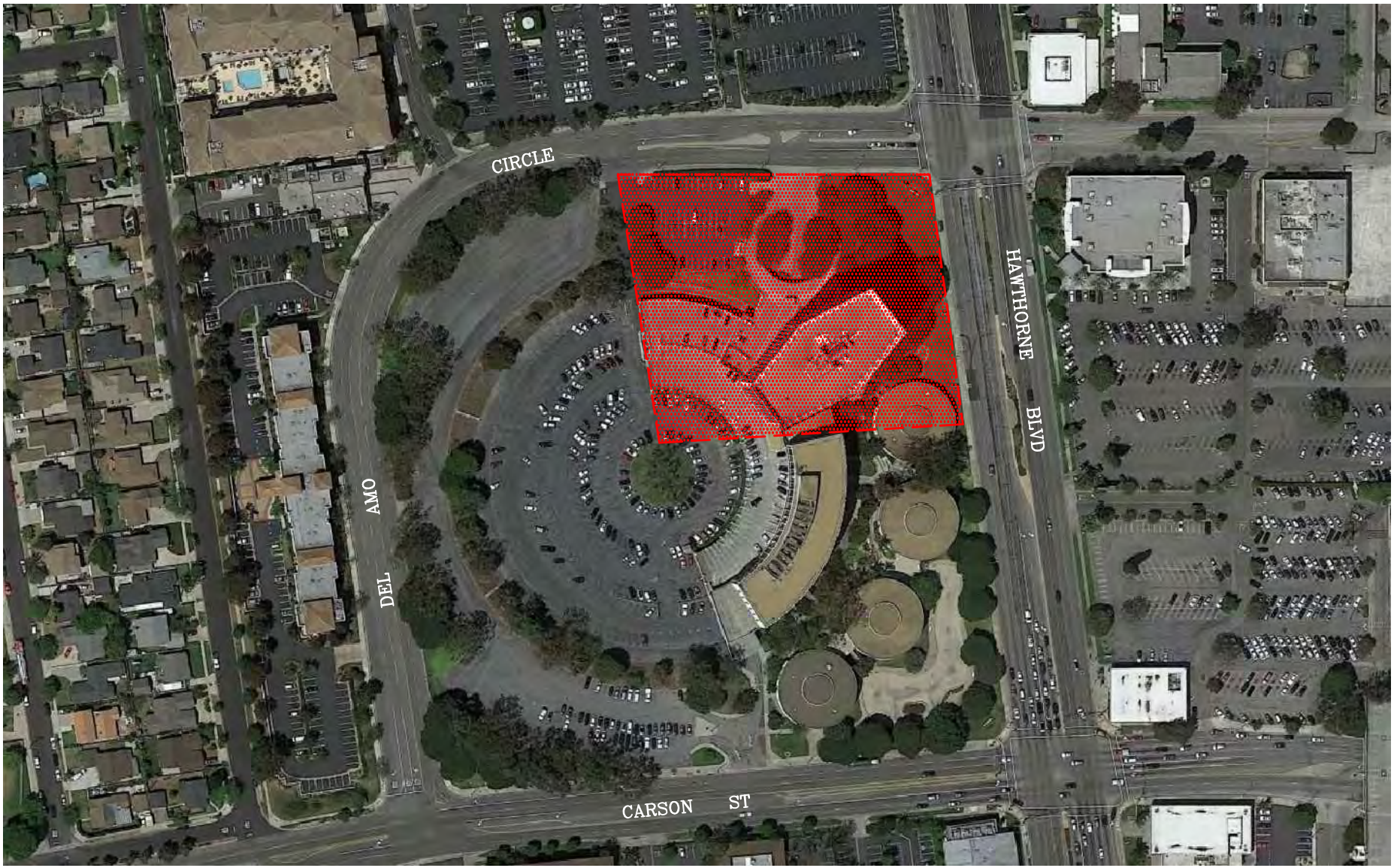
2.1 Site Access

Access to the Project site is provided via two (2) driveways located along Del Amo Circle which will allow for "left-in only and right-in/right-out only" movements (outbound left-turn movements will be prohibited per the requirements of the City) and one full-access driveway located along Carson Street. Primary access to the proposed health/fitness club will provided via Project Driveway 1 (westerly driveway), whereas access to the proposed restaurant will be provided primarily via Project Driveway 2 (easterly driveway) on Del Amo Circle. Access to the existing office buildings as well as the medical office building will continue to be provided from Carson Street as well as driveways on Del Amo Circle.

As a project design feature, the existing median on Del Amo Circle, between Hawthorne Boulevard and Village Court will be modified and designed such that the median opening at Project Driveway 1 and Project Driveway 2 would restrict outbound left-turns consistent the requirements of the City. The westbound left-turn lanes at both theses driveways will be maintained to allow for continue left-turn access from Del Amo Circle into the project site. The existing westbound left-turn lane at Project Driveway 1 will maintain a storage length of 150 feet with a 60-foot transition, whereas the dedicated westbound left-turn lane at Project Driveway 2 will be designed with 90-feet of storage and a 60-foot transition.

2.2 Pedestrian Circulation

Pedestrian circulation would be provided via existing public sidewalks along Hawthorne Boulevard, Del Amo Circle and Carson Street within the vicinity of the project frontage, which will connect to the project's internal walkway. The proposed Project will protect the existing sidewalk along project frontage and if necessary repair or reconstruct sidewalks along the project frontage per the City's request. The existing sidewalk system within the project vicinity provides direct connectivity to the surrounding residential community, existing retail/commercial uses and major thoroughfares.



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SOURCE: THOMAS BROS.

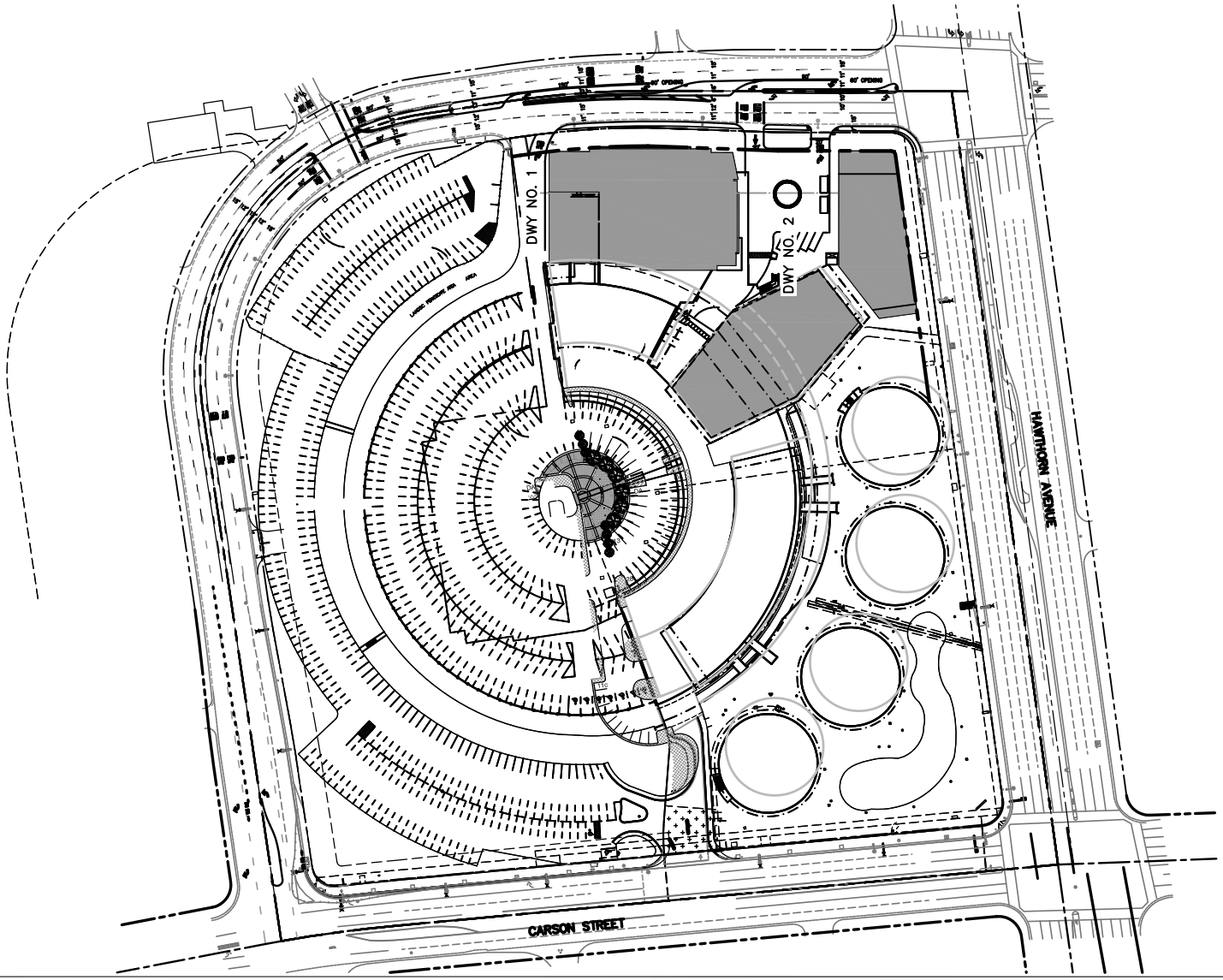
KEY

= PROJECT SITE

FIGURE 2-1

EXISTING SITE

DEL AMO FINANCIAL PROJECT, TORRANCE



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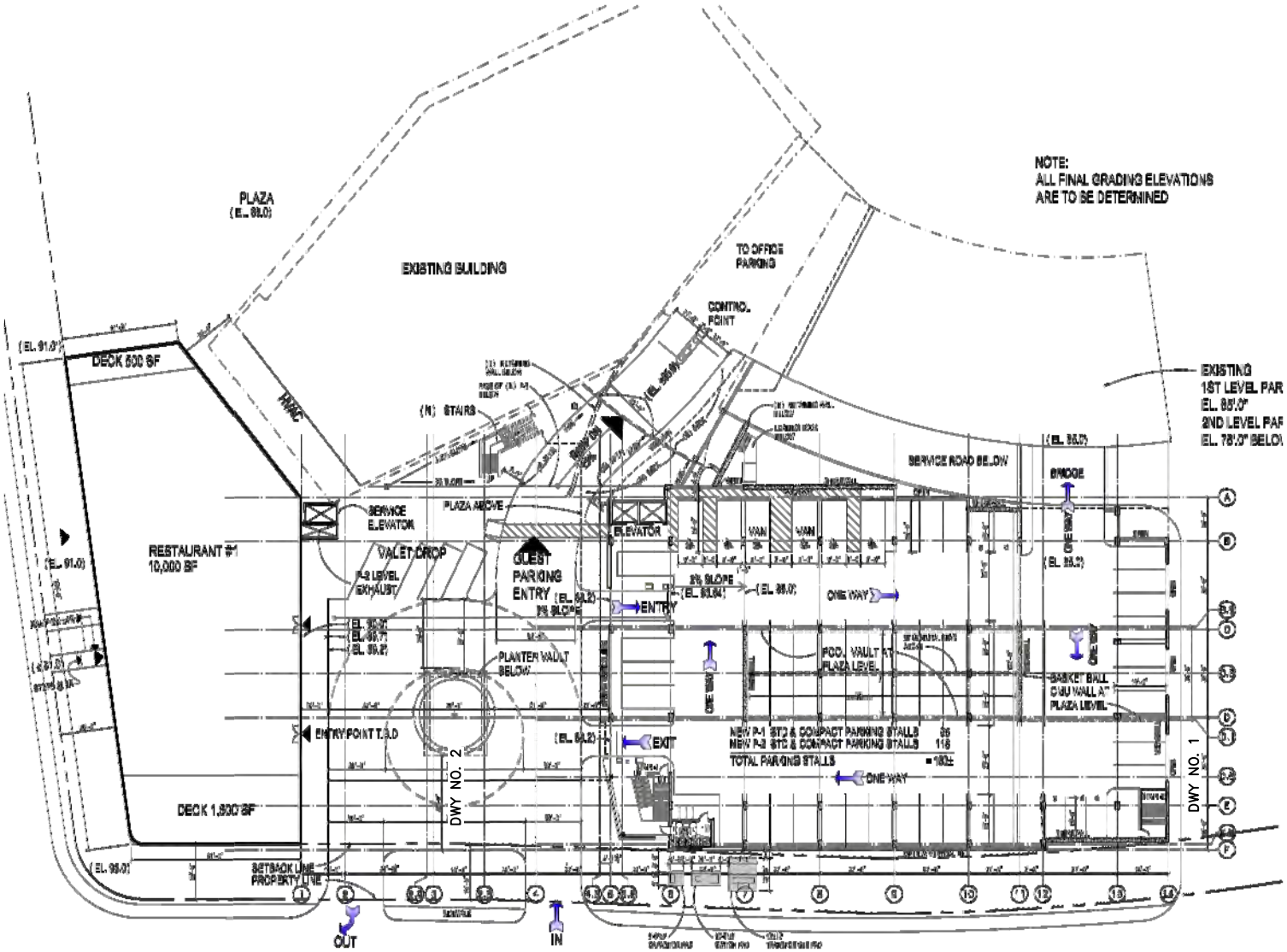
SOURCE: NADEL COMMERCIAL INC.

FIGURE 2–2

PROPOSED SITE PLAN

DEL AMO FINANCIAL PROJECT, TORRANCE



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SOURCE: NADEL COMMERCIAL INC.

FIGURE 2-3

FOCUSED SITE PLAN

DEL AMO FINANCIAL PROJECT, TORRANCE

TABLE 2-1

DEL AMO FINANCIAL CENTER PROJECT DEVELOPMENT SUMMARY[2]

Building	Address	Description	Square-feet (SF) of Gross Floor Area (GFA)	Square-feet (SF) of Modified GFA (MGFA) [3]
Existing Development				
❑ California Bank & Trust	21515 Hawthorne Boulevard	12-Story Office Building	227,916 SF	197,923 SF
❑ 5-Story Tower	21535 Hawthorne Boulevard	5-Story Office Building	81,899 SF[1]	75,782 SF
❑ Pavilion A	21525 Hawthorne Boulevard	1-Story Office Building	7,435 SF[1]	7,036 SF
❑ Pavilion B	21545 Hawthorne Boulevard	2-Story Office Building	16,226 SF	13,061 SF
❑ Pavilion C	21605 Hawthorne Boulevard	2-Story Office Building	16,135 SF	14,083 SF
❑ Pavilion D	21615 Hawthorne Boulevard	2-Story Office Building	15,970 SF	14,003 SF
		Total Existing Building Floor Area	**365,581 SF**	**321,888 SF**
Proposed Development				
❑ Fitness Center over two-level parking garage	--	2-Story Building	45,000 SF	45,000 SF
❑ Quality Restaurant space for up to two (2) tenants	--	1-Story Building	12,000 SF (includes deck)	12,000 SF (includes deck)
		Total Proposed Building Floor Area	**422,581 SF**	**378,888 SF**

2 Source: The Wren Group, Inc., The Muller Company, and Nadel Commercial, Inc. Note, Project includes conversion of 5-story office building to a medical office building. Although not considered a part of the Project at this time, The Mullet Company may consider demolishing Pavilion A as a of the site improvement.

3 Per the Torrance Municipal Code, MGFA excludes floor area allocated to stairs, toilets, elevator shafts, plumbing shafts, air shafts, and mechanical equipment rooms, what are used solely for maintenance of the building. The MGFA for the existing development is used to calculate City code parking requirements.

3.0 ANALYSIS CONDITIONS AND METHODOLOGY

3.1 Existing Street System

The principal local network of streets serving the proposed Project is Anza Avenue, Hawthorne Boulevard, Madrona Avenue, Torrance Boulevard, Carson Street, Sepulveda Boulevard, and Del Amo Circle. The following discussion provides a brief synopsis of these key area roadways. The descriptions are based on an inventory of existing roadway conditions.

Anza Avenue is a north-south, four-lane, divided roadway located to the west of the Project site. The posted speed limit on Anza Avenue is 35 miles per hour (mph). North of Sepulveda Boulevard, on-street parking is prohibited on both sides of the street; south of Sepulveda Boulevard, on-street parking is permitted on both sides of the street. The City of Torrance Circulation Element designates Anza Avenue as a Minor Arterial.

Hawthorne Boulevard (State Route 107) is a north-south, eight-lane, divided roadway that borders the Project on the east. The posted speed limit on Hawthorne Boulevard is 40 mph. On-street parking is prohibited on both sides of the street. The City of Torrance Circulation Element designates Hawthorne Boulevard as a Principal Arterial.

Madrona Avenue is a north-south, six-lane divided roadway located to the east of the Project site. The posted speed limit on Madrona Avenue is 35 mph. On-street parking is prohibited on both sides of the street. Madrona Avenue is designated as a Major Arterial in the City of Torrance Circulation Element.

Torrance Boulevard is primarily an east-west, six-lane, divided roadway located to the north of the Project site. West of Hawthorne Boulevard, Torrance Boulevard is a four-lane, divided roadway. The posted speed limit on Torrance Boulevard is 40 mph. On-street parking is prohibited along both sides of the street. The City of Torrance Circulation Element designates Torrance Boulevard as a Major Arterial.

Carson Street is primarily an east-west, four-lane, divided roadway located to the south of the Project site. West of Anza Avenue, Carson Street is a two-lane, divided roadway. Between Anza Avenue and Hawthorne Boulevard, Carson Street is a six-lane, divided roadway. The posted speed limit on Carson Street is 35 mph. On-street parking is prohibited along both sides of the street, except for west of Anza Avenue, where the posted speed limit is 35 mph. The City of Torrance Circulation Element designates Carson Street as a Major Arterial.

Sepulveda Boulevard is primarily an east-west, six-lane, divided roadway located to the south of the Project site. West of Del Amo Circle, Sepulveda Boulevard is a four-lane, divided roadway. The posted speed limit on Sepulveda Boulevard is 40 mph. On-street parking is prohibited along both sides of the street. The City of Torrance Circulation Element designates Sepulveda Boulevard as a Major Arterial.

Del Amo Circle is an east-west, four-lane, divided roadway that borders the Project on the north. The posted speed limit on Del Amo Circle is 30 mph. On-street parking is prohibited along both sides of the street.

Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area intersections neighboring the Project site.

3.2 Existing Traffic Volumes

Manual vehicular turning movement counts were conducted at the eleven (11) key study locations during the weekday morning, midday and evening peak commuter periods to determine the existing AM, Midday, and PM peak hour traffic volumes. Traffic counts at the eleven (11) key study intersections were collected by AimTD in May 2015.

Figures 3-2 through ***3-4*** depict the existing AM, Midday, and PM peak hour traffic volumes at the eleven (11) key study intersections, respectively. ***Appendix B*** contains the detailed manual turning movement count sheets for the eleven (11) key study intersections evaluated in this report.

3.3 Existing Public Transit

Torrance Transit operates several bus lines within the study area. A description of the transit services is as follows. Please note that bus stops for Torrance Transit Route 1, 3, 6, 8 and 9 are provided along project frontage at the intersection of Hawthorne Boulevard and Del Amo Circle and Hawthorne Boulevard and Carson Street:

Torrance Transit Route 1:

- The route extends from Del Amo Mall to the Harbor Freeway Station.
- The route traverses the study area on Hawthorne Boulevard, Torrance Boulevard, and Carson Street.
- During the AM and PM peak hours, in the northbound and southbound direction, Route 1 provides headways of two buses in each direction.

Torrance Transit Route 2:

- The route extends from Madrona Avenue/Carson Street to the Harbor Freeway Station.
- The route traverses the study area on Hawthorne Boulevard and Madrona Avenue.
- During the AM and PM peak hours, in the northbound and southbound direction, Route 2 provides headways of one bus in each direction.

Torrance Transit Route 3:

- The route extends from Redondo Beach Pier to Downtown Long Beach Station.
- The route traverses the study area on Hawthorne Boulevard, Torrance Boulevard, and Carson Street.

- During the AM and PM peak hours, in the eastbound and westbound direction, Route 3 provides headways of two buses in each direction.

Torrance Transit Route 4 – Express:

- The route extends from Union Station to Hawthorne Boulevard/Pacific Coast Highway.
- The route traverses the study area on Hawthorne Boulevard and Torrance Boulevard.
- During the AM and PM peak hours, in the northbound and southbound direction, Route 4 provides headways of one bus in each direction.

Torrance Transit Route 6 – 190th St-Victoria St:

- The route extends from Del Amo Mall to Artesia Station.
- The route traverses the study area on Carson Street and Madrona Avenue.
- During the AM and PM peak hours, in the eastbound and westbound direction, Route 6 provides headways of one bus in each direction.

Torrance Transit Route 7 – Sepulveda Bl:

- The route extends from Redondo Beach Pier to Sepulveda Boulevard/Avalon Boulevard.
- The route traverses the study area on Hawthorne Boulevard, Carson Street, Madrona Avenue, and Sepulveda Boulevard.
- During the AM and PM peak hours, in the eastbound and westbound direction, Route 7 provides headways of one bus in each direction.

Torrance Transit Route 8 – Torrance-LAX Transit Center:

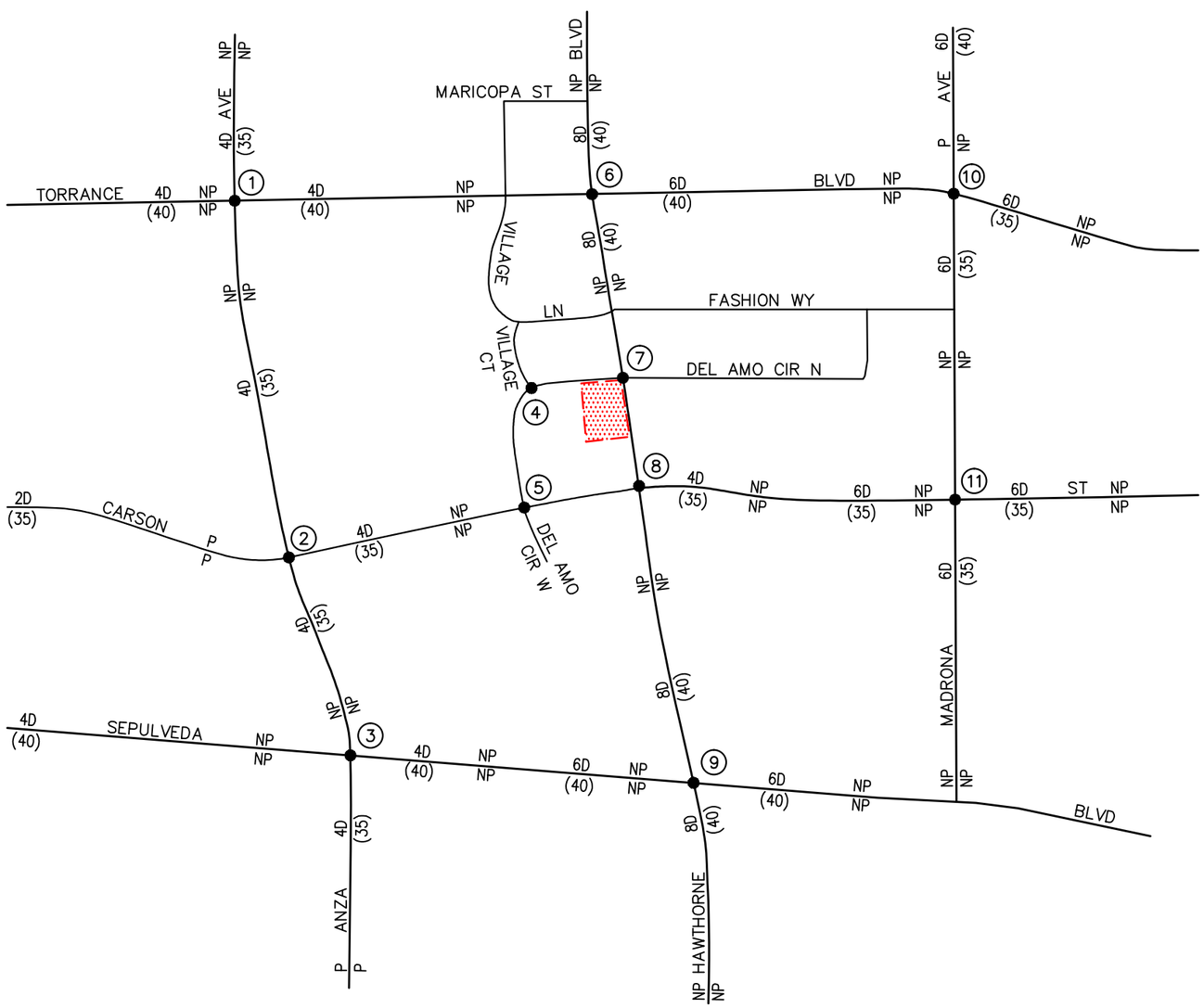
- The route extends from LA Transit Center to Hawthorne Boulevard/Pacific Coast Highway.
- The route traverses the study area on Hawthorne Boulevard.
- During the AM and PM peak hours, in the northbound and southbound direction, Route 8 provides headways of one bus in each direction.

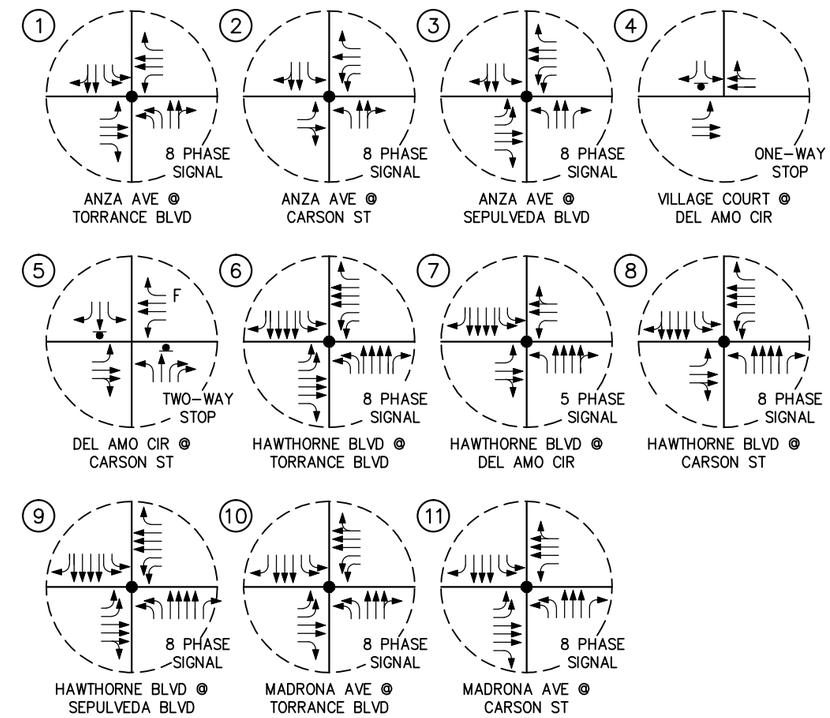
Torrance Transit Route 9 – Lomita Boulevard:

- The route extends from Del Amo Mall to Sepulveda Boulevard/Avalon Boulevard.
- The route traverses the study area on Carson Street and Anza Avenue.
- During the AM and PM peak hours, in the eastbound and westbound direction, Route 9 provides headways of one bus in each direction.

Metro Route 344:

- The route extends from Harbor Gateway Transit Center to Rancho Palos Verdes.
- The route traverses the study area mainly on Hawthorne Boulevard.
- During the AM and PM peak hours, in the northbound and southbound direction, Route 344 provides headways of two buses in each direction.





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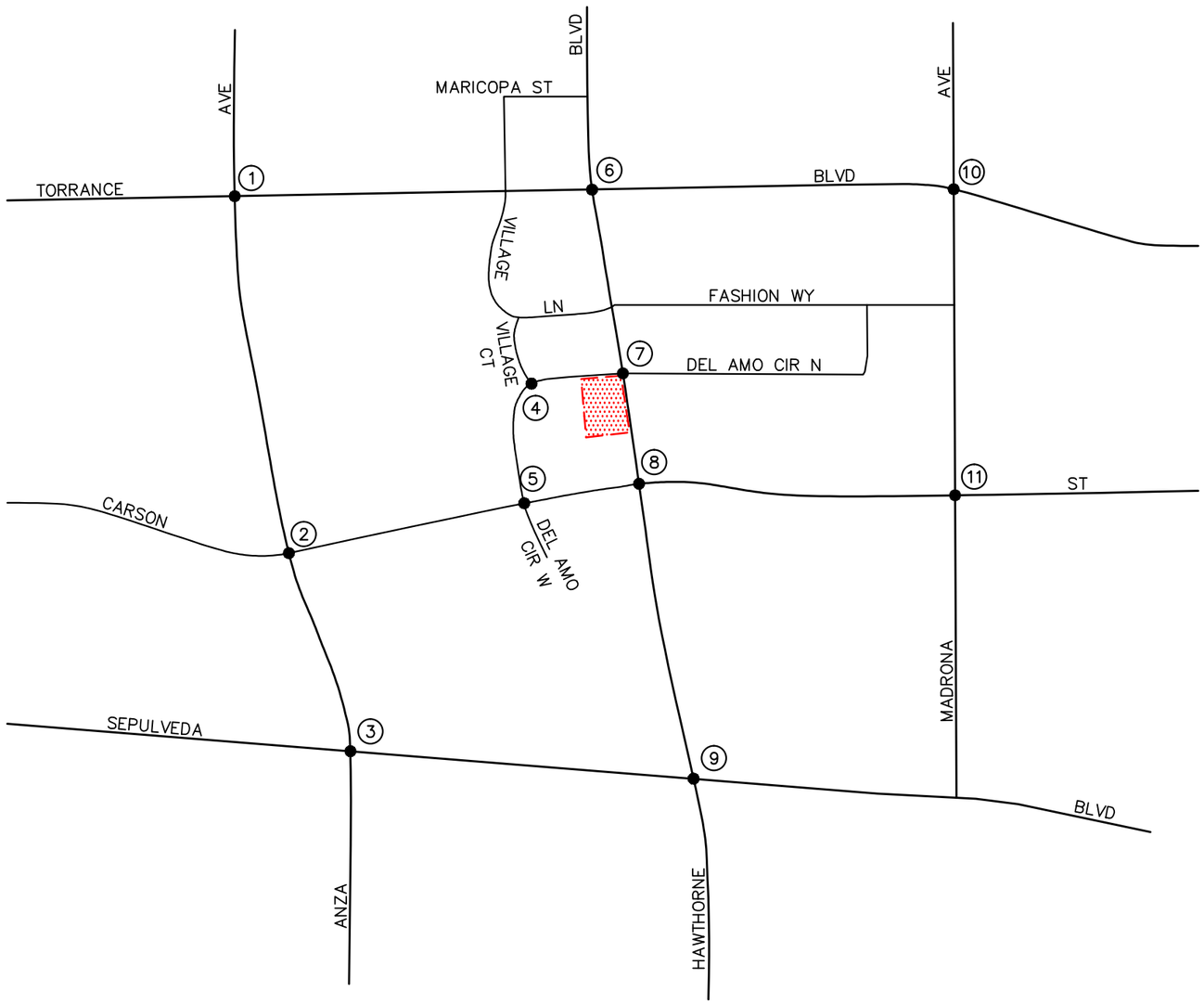
KEY

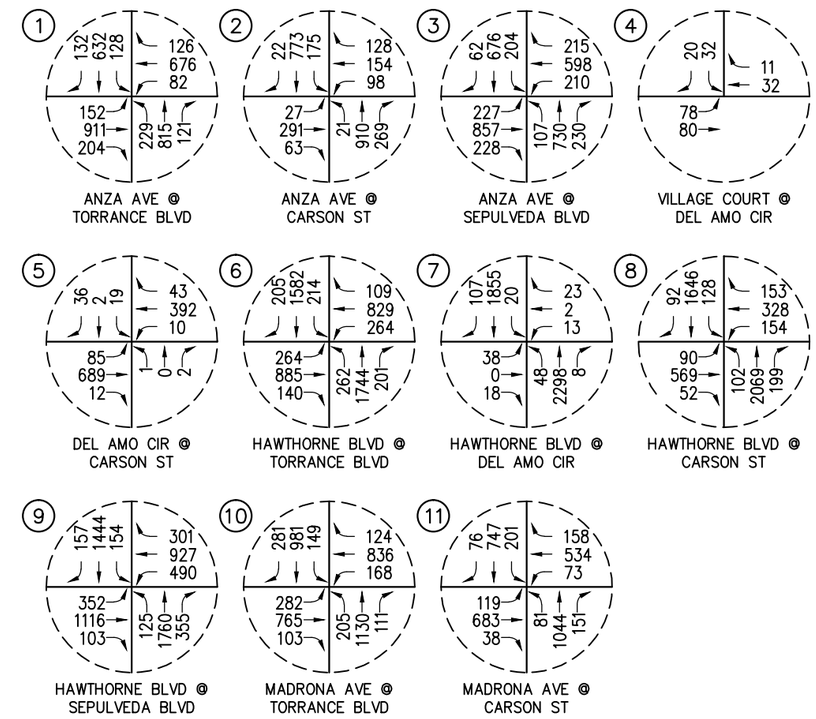
- ← = APPROACH LANE ASSIGNMENT
- ● = TRAFFIC SIGNAL, ☛ = STOP SIGN
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX)= POSTED SPEED LIMIT (MPH)
- F = FREE RIGHT
- ▒ = PROJECT SITE

FIGURE 3–1

EXISTING ROADWAY CONDITIONS AND INTERSECTION CONTROLS

DEL AMO FINANCIAL PROJECT, TORRANCE





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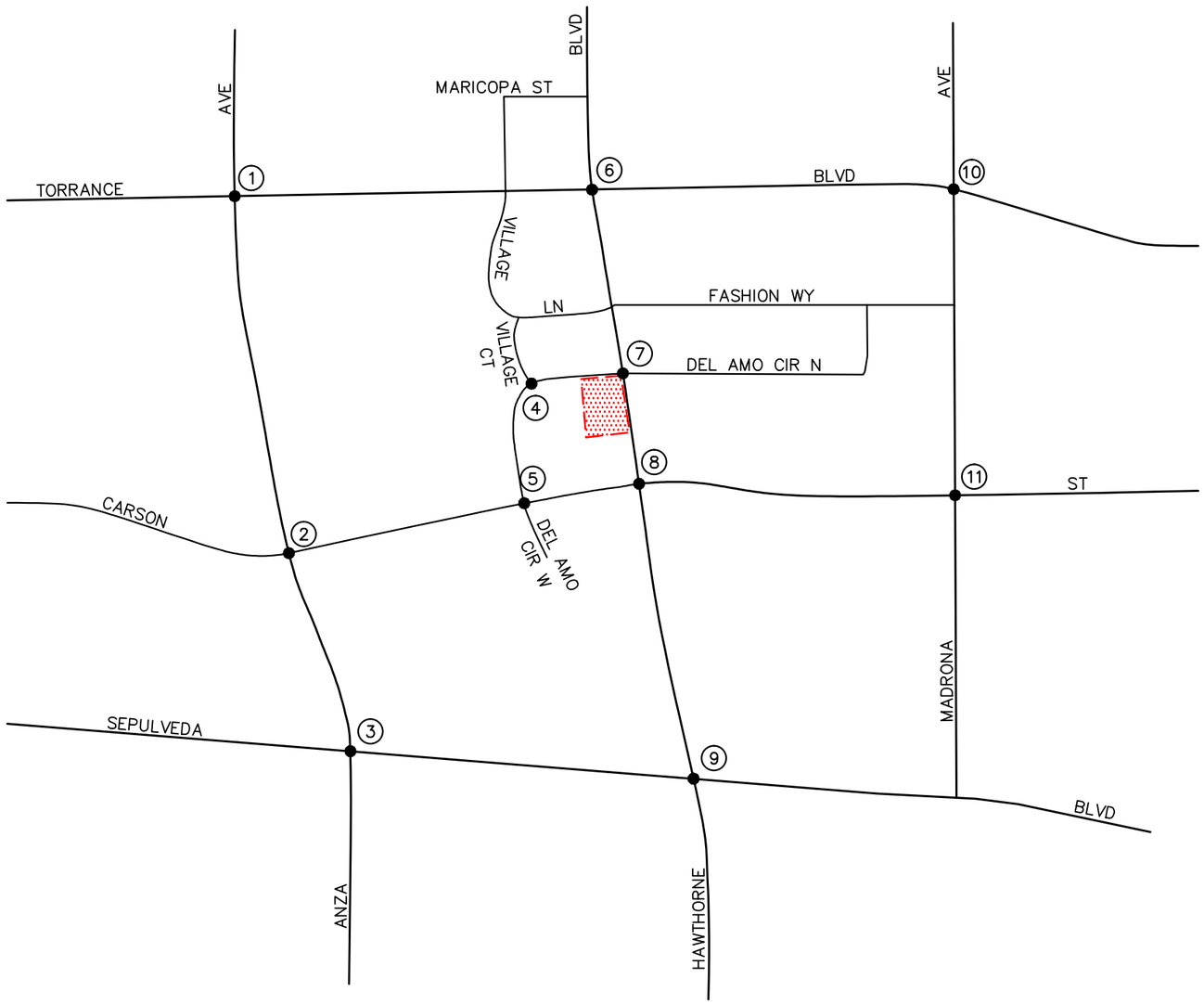
KEY

= PROJECT SITE

FIGURE 3-2

EXISTING AM PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE



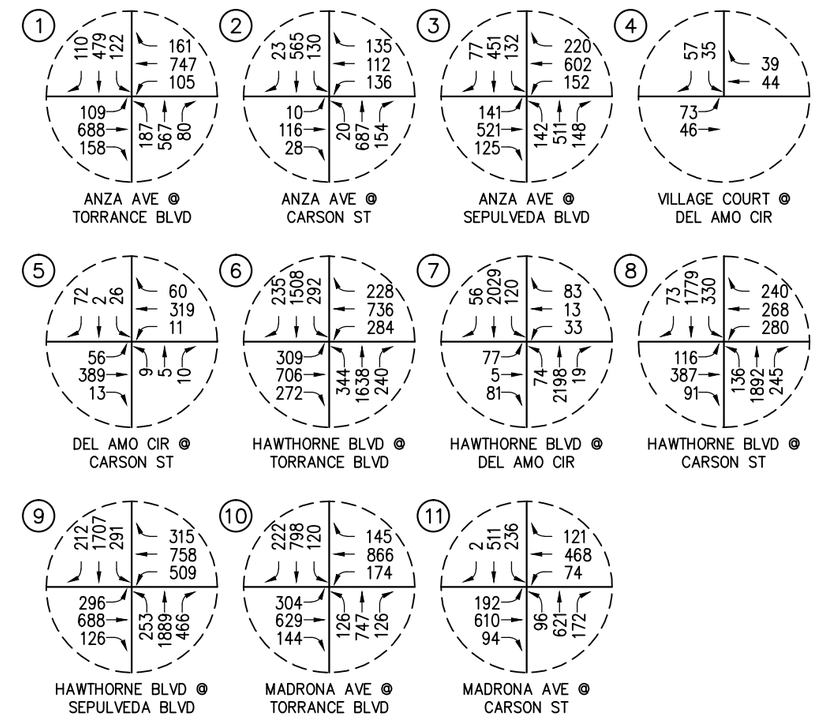


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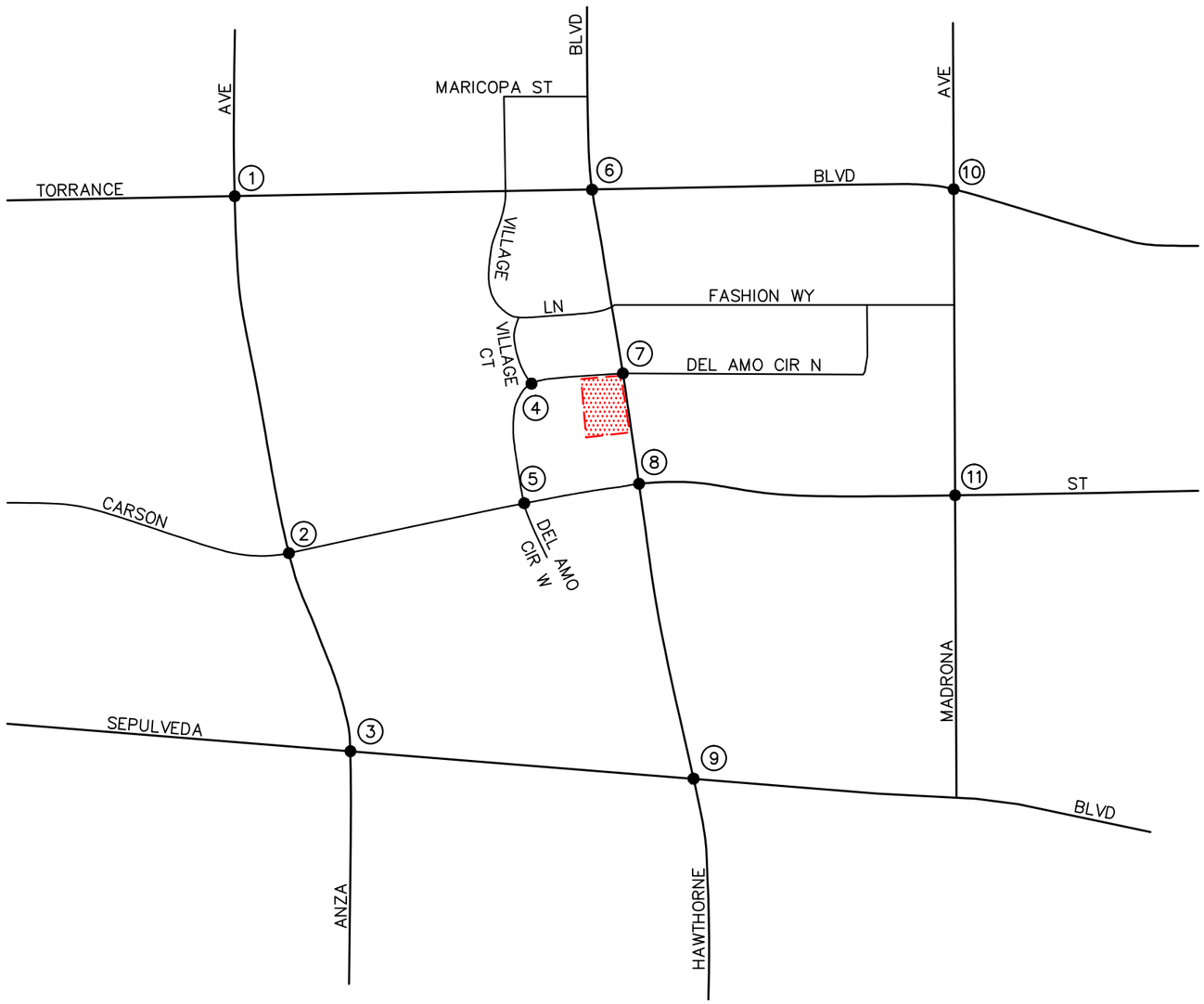
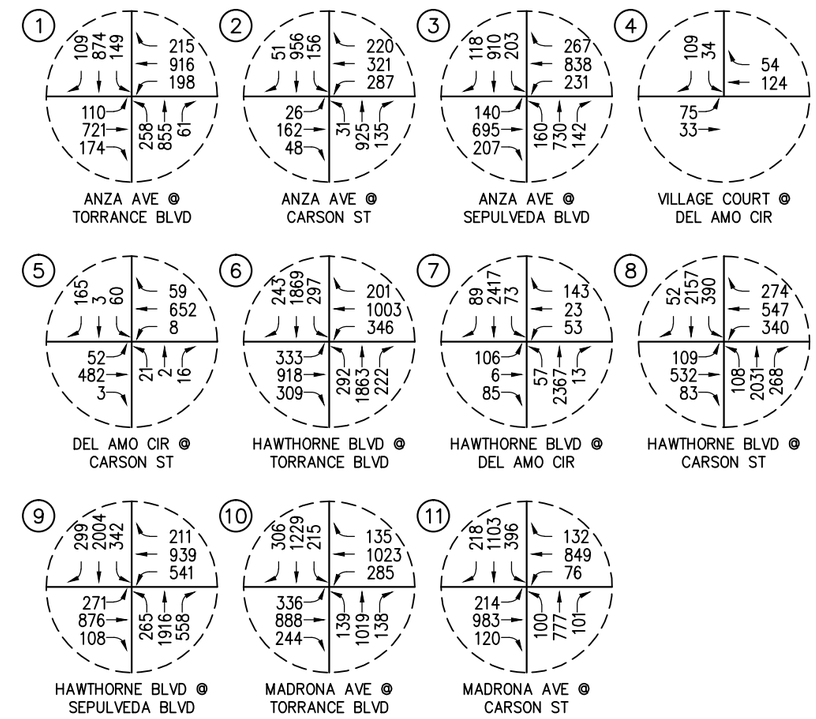
FIGURE 3-3

EXISTING MIDDAY PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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KEY

= PROJECT SITE

FIGURE 3-4

EXISTING PM PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE

3.4 Level Of Service (LOS) Analysis Methodologies

AM, Midday, and PM peak hour operating conditions for the key signalized study intersections were evaluated using both the *Intersection Capacity Utilization (ICU) Methodology* for signalized intersections and the methodology outlined in the *Highway Capacity Manual (HCM)* for signalized intersections. Any unsignalized key study intersections were evaluated using the methodology outlined in the *HCM*.

3.4.1 *Intersection Capacity Utilization (ICU) Method of Analysis (Signalized Intersections)*

In conformance with City of Torrance and LA County CMP requirements, existing AM, Midday, and PM peak hour operating conditions for the key signalized study intersections were evaluated using the *Intersection Capacity Utilization (ICU)* method of analysis. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

Per LA County CMP requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through and right-turn lanes and dual left-turn capacity of 2,880 vph. A clearance adjustment factor of 0.10 was added to each Level of Service calculation.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 3-1***. The ICU value is the sum of the critical volume-to-capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements.

3.4.2 *Highway Capacity Manual (HCM) Method of Analysis (Signalized Intersections)*

The City of Torrance also requires that peak hour operating conditions for signalized intersections within the City be evaluated using the *Highway Capacity Manual (HCM)* signalized intersection methodology. This methodology is consistent with Caltrans requirements. Based on the HCM operations method of analysis, level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents and when there are no other vehicles on the road.

In the HCM, only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay.* Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. In contrast, in previous versions of the HCM (1994 and earlier), delay included only stopped delay. Specifically, LOS criteria for traffic signals are stated in

terms of the average control delay per vehicle. The six qualitative categories of Level of Service that have been defined along with the corresponding HCM control delay value range for signalized intersections are shown in ***Table 3-2***.

3.4.3 *Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)*

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. This methodology estimates the average control delay for each of the subject movements and determines the level of service for each movement. For all-way stop controlled intersections, the overall average control delay measured in seconds per vehicle, and level of service is then calculated for the entire intersection. For one-way and two-way stop-controlled (minor street stop-controlled) intersections, this methodology estimates the worst side street delay, measured in seconds per vehicle and determines the level of service for that approach. The HCM control delay value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The six qualitative categories of Level of Service have been defined along with the corresponding HCM control delay value range, as shown in ***Table 3-3.***

3.5 Impact Criteria and Thresholds

The relative impact of the added Project traffic volumes generated by the proposed Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the key study intersections, without, then with, the proposed Project using the *Intersection Capacity Utilization (ICU) Methodology* and the *Highway Capacity Manual (HCM) Methodology*. The previously discussed capacity analysis procedures were utilized to investigate the future volume-to-capacity relationships, delay and service level characteristics at each key study intersection. The significance of the potential impacts of the Project at each key study intersection was then evaluated using the City's LOS standards and traffic impact criteria.

For this traffic analysis, impacts to local and regional transportation systems are considered significant if:

3.5.1 *Signalized Intersections Criteria*

- An undesirable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key intersections is projected. The City of Torrance considers LOS D to be the minimum desirable LOS for all intersections. For the City of Torrance, the current LOS, if worse than LOS D (i.e. LOS E or F), should also be maintained; and

- The Project increases traffic demand at the key signalized study intersection by 2% of capacity (ICU increase ≥ 0.020), causing or worsening LOS E or F (ICU > 0.901).

- Based on the HCM/LOS method of analysis, this report identifies a significant traffic impact when the Project causes a change from LOS D to LOS E or F, or the Project causes an increase in delay of 2% or more at an intersection operating LOS E or F.

3.5.2 *Unsignalized Intersections Criteria*

- For unsignalized intersections an impact is considered to be significant if the project causes an intersection at LOS D or better to degrade to LOS E or F.

However, unsignalized intersection LOS is based on the control delay, but delay is only assessed for those traffic movements that are stopped or must yield to through traffic. Some movements, including cross traffic on the minor street or left turns onto the major street are acceptable with long delays, provided through traffic and right turns from a major street do not experience any delays at stopped intersections. When delay for cross traffic is severe (LOS F), the intersection should be further evaluated for possible improvement with traffic signals. In some cases, this analysis determines that the delay is being experienced by a very low number of vehicles and traffic signals are not warranted. For this condition, the intersection does not need to be considered impacted, but measures to reduce delay may be considered, if appropriate. In other cases, the number of stopped vehicles is substantial and traffic signals may be justified as a mitigation measure. Therefore, the following significance criteria for unsignalized intersections are used:

An unsignalized intersection impact is considered to be significant if the project causes an intersection at LOS D or better to degrade to LOS E or F, and the traffic signal warrant analysis determines that a signal is justified.

TABLE 3-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (ICU METHODOLOGY)[4]

Level of Service (LOS)	Intersection Capacity Utilization Value (ICU)	Level of Service Description
A	≤ 0.600	**EXCELLENT**. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 – 0.700	**VERY GOOD**. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	**GOOD**. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	**FAIR**. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	**POOR**. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	**FAILURE**. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

[4] Source: *Transportation Research Board Circular 212 - Interim Materials on Highway Capacity*.

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (HCM METHODOLOGY)[5]

Level of Service (LOS)	Control Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	> 10.0 and ≤ 20.0	This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.
C	> 20.0 and ≤ 35.0	Average traffic delays. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
D	> 35.0 and ≤ 55.0	Long traffic delays At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	> 55.0 and ≤ 80.0	Very long traffic delays This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high *v/c* ratios. Individual cycle failures are frequent occurrences.
F	≥ 80.0	Severe congestion This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high *v/c* ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

[5] Source: *Highway Capacity Manual*, (Signalized Intersections).

TABLE 3-3

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS[6]

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

[6] Source: *Highway Capacity Manual*, (Unsignalized Intersections).

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations and/or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. If necessary, the need for site-specific and/or cumulative local area traffic improvements can then be evaluated.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Trip Generation Forecast

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the 9th Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2012].

Table 5-1 summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and presents the forecast weekday daily and peak hour project traffic volumes.

As shown in the upper section of this table, the trip generation potential for the proposed Project was forecast using ITE Land Use Code 492: Health/Fitness Center, ITE Land Use Code 720: Medical-Dental Office Building, and ITE Land Use Code 931: Quality Restaurant average trip rates. The trip generation potential for the existing office building, which is proposed to be converted to medical office uses, was forecast using ITE Land Use Code 710: General Office Building average trip rates.

As shown in the middle section of *Table 5-1*, the existing office building that is proposed to be converted to medical office use has a trip generation potential of 903 daily trips, with 128 trips produced in the AM peak hour, 122 trips produced in the Midday peak hour, and 122 trips produced in the PM peak hour on a typical weekday.

As shown in the lower section of *Table 5-1*, the proposed Project is forecast to generate 5,141 daily trips, with 254 trips produced in the AM peak hour, 564 trips produced in the Midday peak hour, and 487 trips produced in the PM peak hour on a typical weekday.

It should be noted that a nominal adjustment of 5% to account for internal capture between the office uses and the proposed health club and restaurant uses has been incorporated into the project trip generation forecast. In addition, applicable pass-by reduction factors were incorporated into the daily, AM peak hour, Midday peak hour, and PM peak hour traffic forecasts for the restaurant component of the Project. The factors used in this report, which are summarized in the footnotes of *Table 5-1*, are based on information published in the *Trip Generation Handbook*, published by ITE, August 2014.

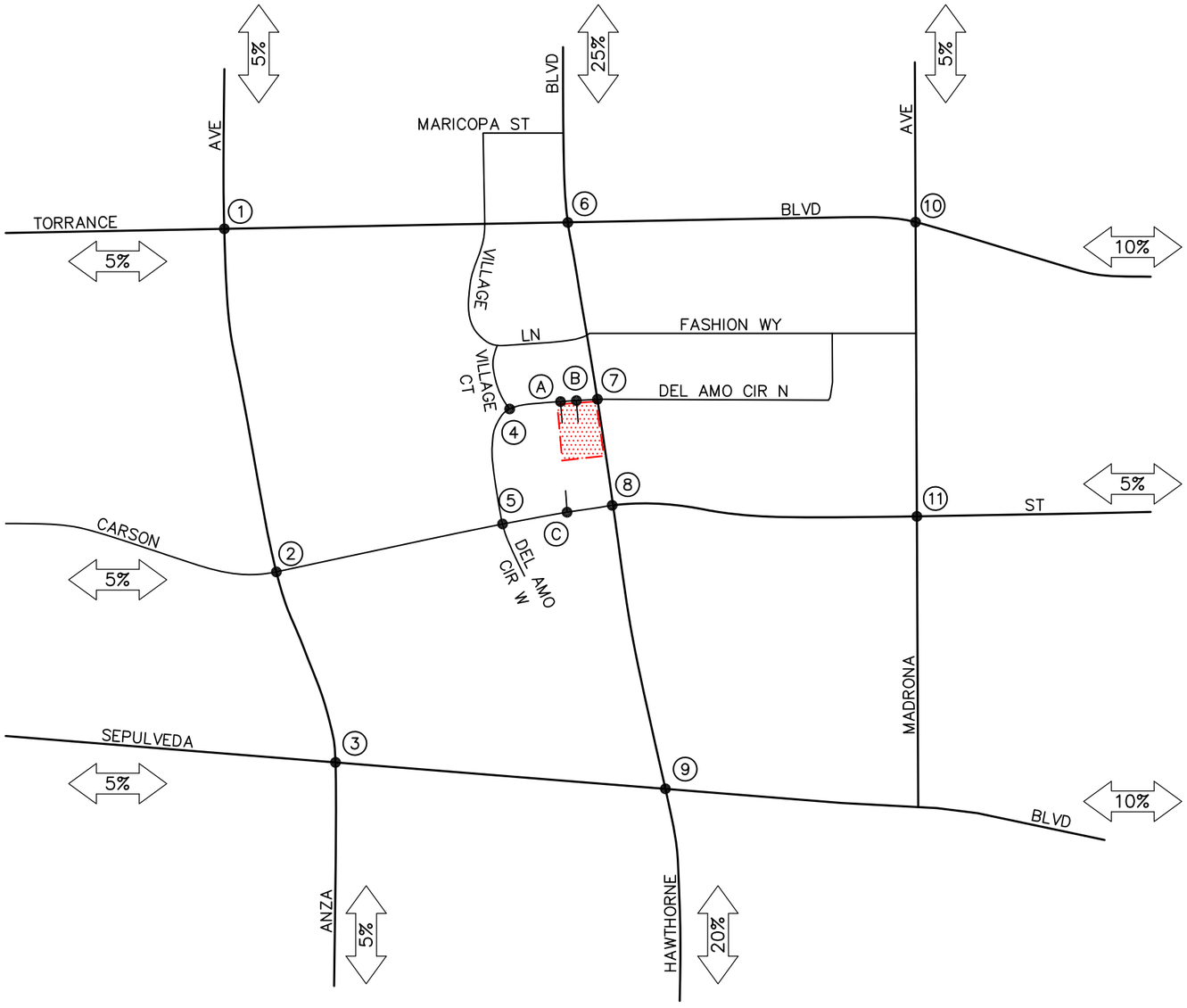
As shown in the last row of *Table 5-1*, after accounting for the existing trip credit, the proposed Project is forecast to generate 4,238 net daily trips, with 126 net trips (70 inbound, 56 outbound) produced in the AM peak hour, 442 net trips (245 inbound, 197 outbound) produced in the Midday peak hour, and 365 net trips (182 inbound, 183 outbound) produced in the PM peak hour on a typical weekday.

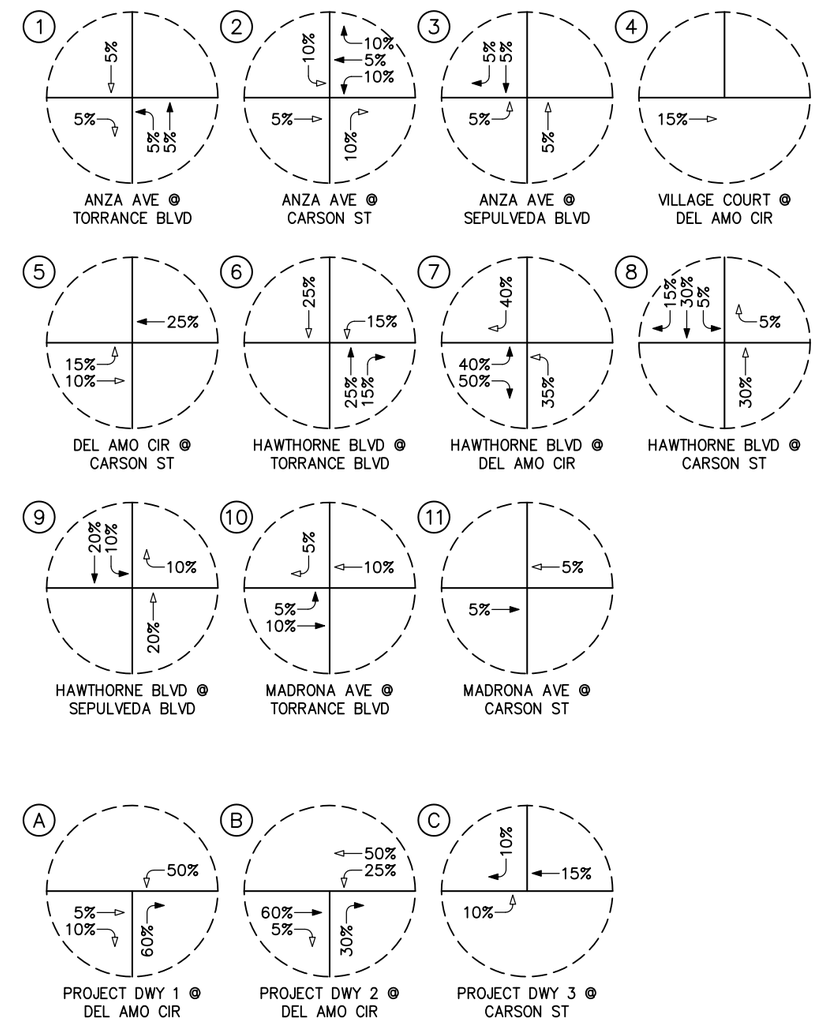
5.2 Project Trip Distribution and Assignment

The directional traffic distribution pattern for the restaurant and fitness center components of the proposed Project is graphically presented in ***Figure 5-1***, while the directional traffic distribution pattern for the medical office component of the proposed Project is graphically presented in ***Figure 5-2***. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- the site's proximity to major traffic carriers (i.e. Hawthorne Boulevard, Torrance Boulevard, Sepulveda Boulevard, etc.),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,
- existing intersection traffic volumes,
- ingress/egress availability at the Project site from Del Amo Circle and Carson Street, which includes the restriction of outbound left-turn movements from Project Driveway 1 and Project Driveway 2 on Del Amo Circle per the City's requirements, and
- input from City staff.

The anticipated AM, Midday, and PM peak hour Project volumes associated with the proposed Project are presented in ***Figures 5-3*** through ***5-5,*** respectively. The traffic volume assignments presented in *Figures 5-3* through *5-5* reflect the traffic distribution characteristics shown in *Figures 5-1* and *5-2* and the traffic generation forecast presented in *Table 5-1*.





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N NO SCALE

KEY

= INBOUND PERCENTAGE

= OUTBOUND PERCENTAGE

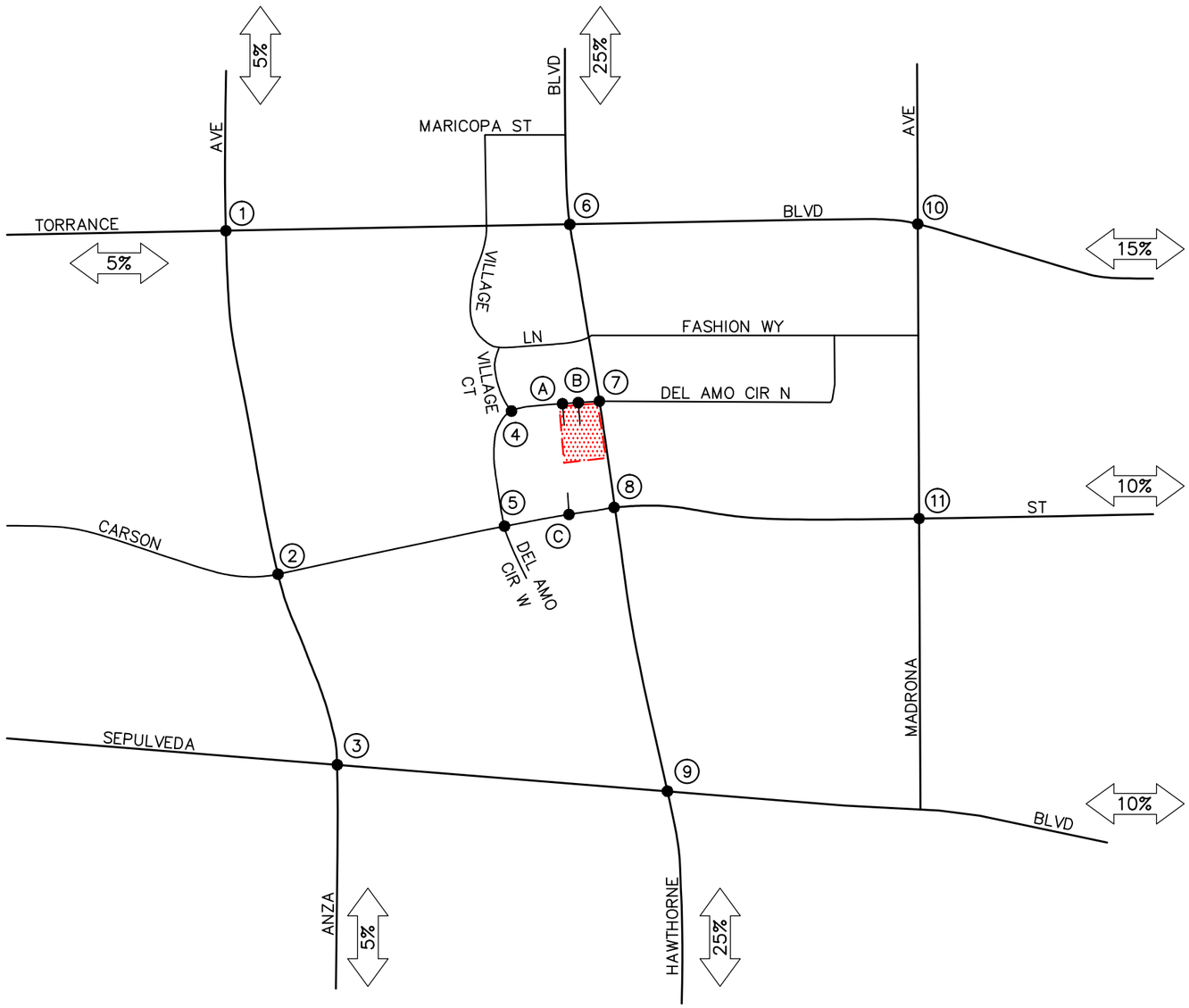
(#) = STUDY INTERSECTION

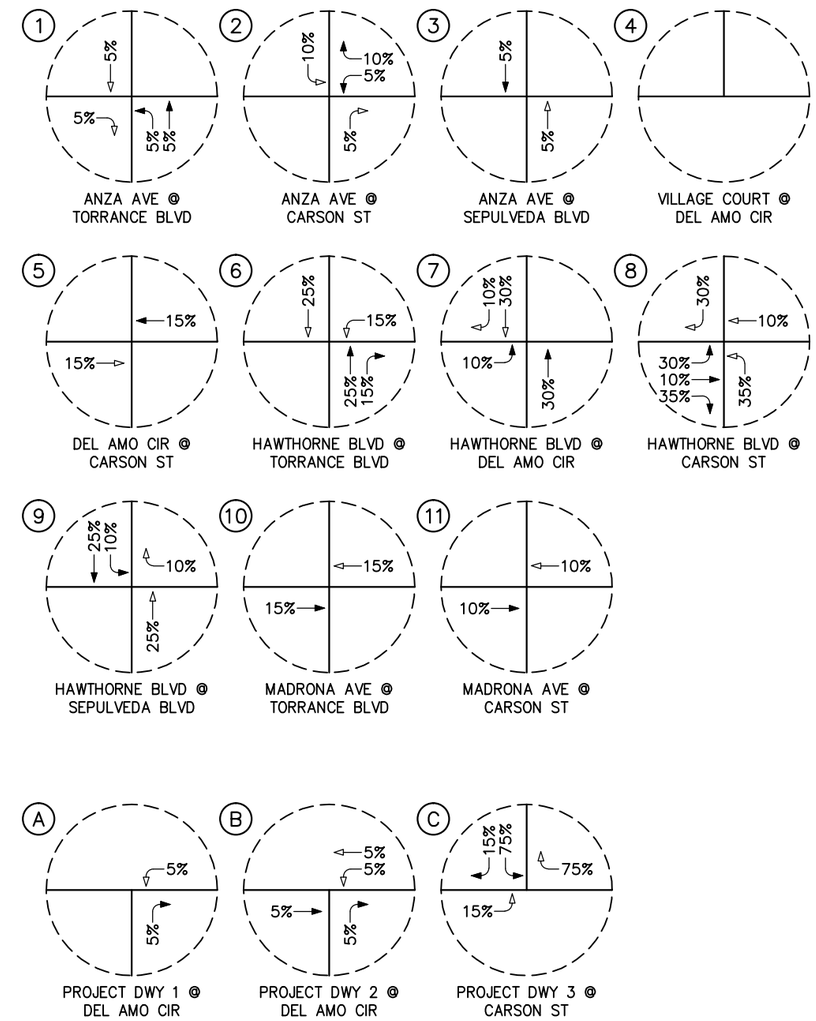
= PROJECT SITE

FIGURE 5–1

PROJECT TRAFFIC DISTRIBUTION PATTERN
(RESTAURANT/FITNESS CENTER)

DEL AMO FINANCIAL PROJECT, TORRANCE





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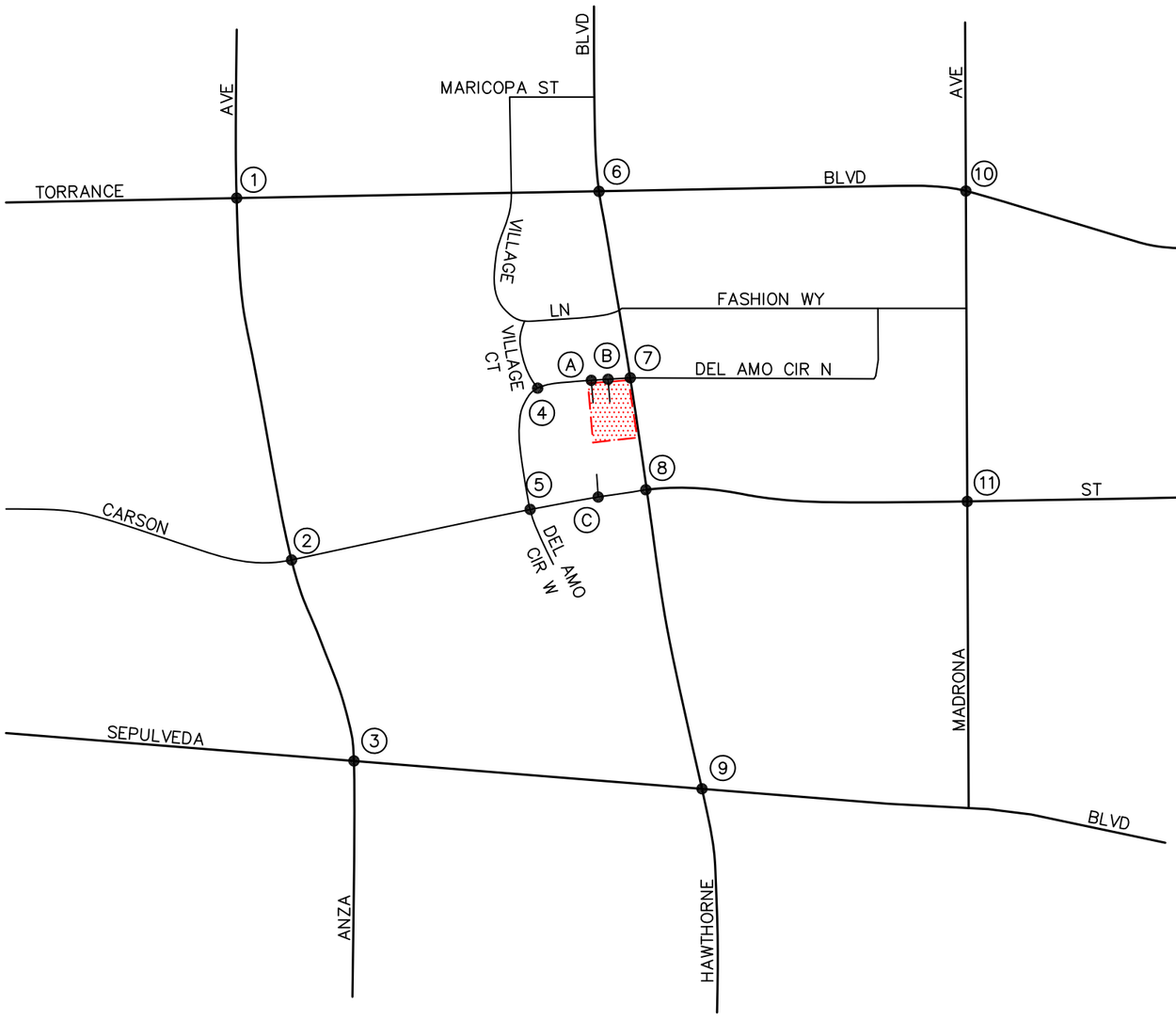
N NO SCALE

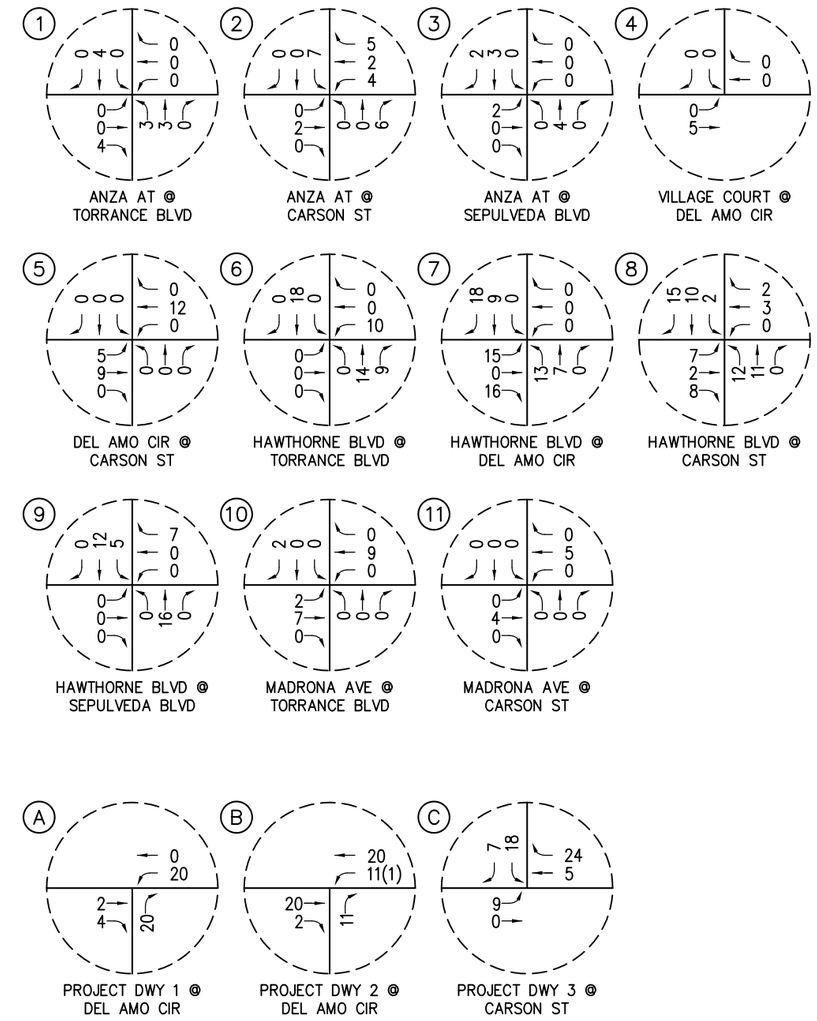
KEY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 5–2

PROJECT TRAFFIC DISTRIBUTION PATTERN (MEDICAL OFFICE BUILDING)

DEL AMO FINANCIAL PROJECT, TORRANCE





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N NO SCALE

KEY

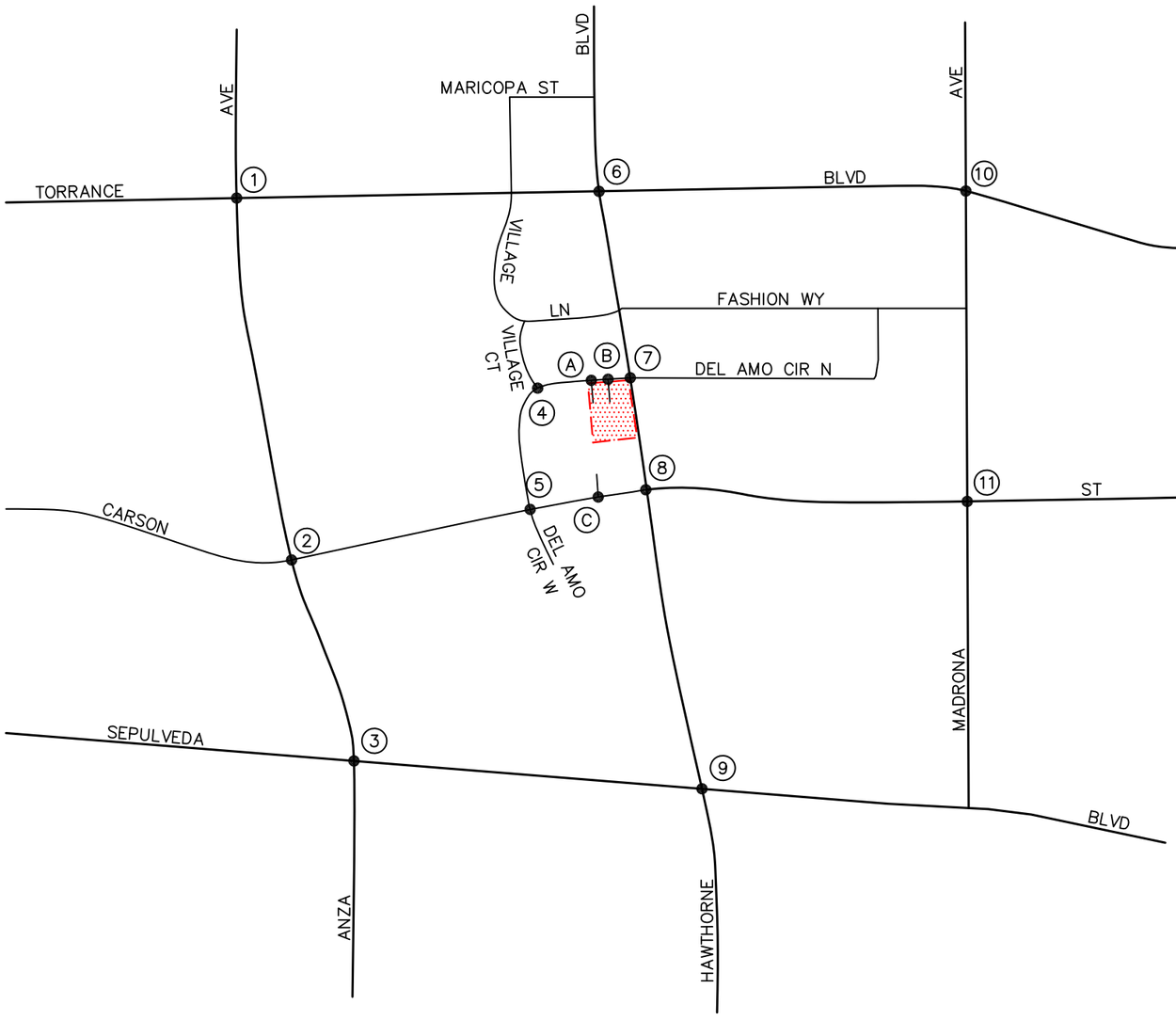
(XX) = PASS BY TRIPS

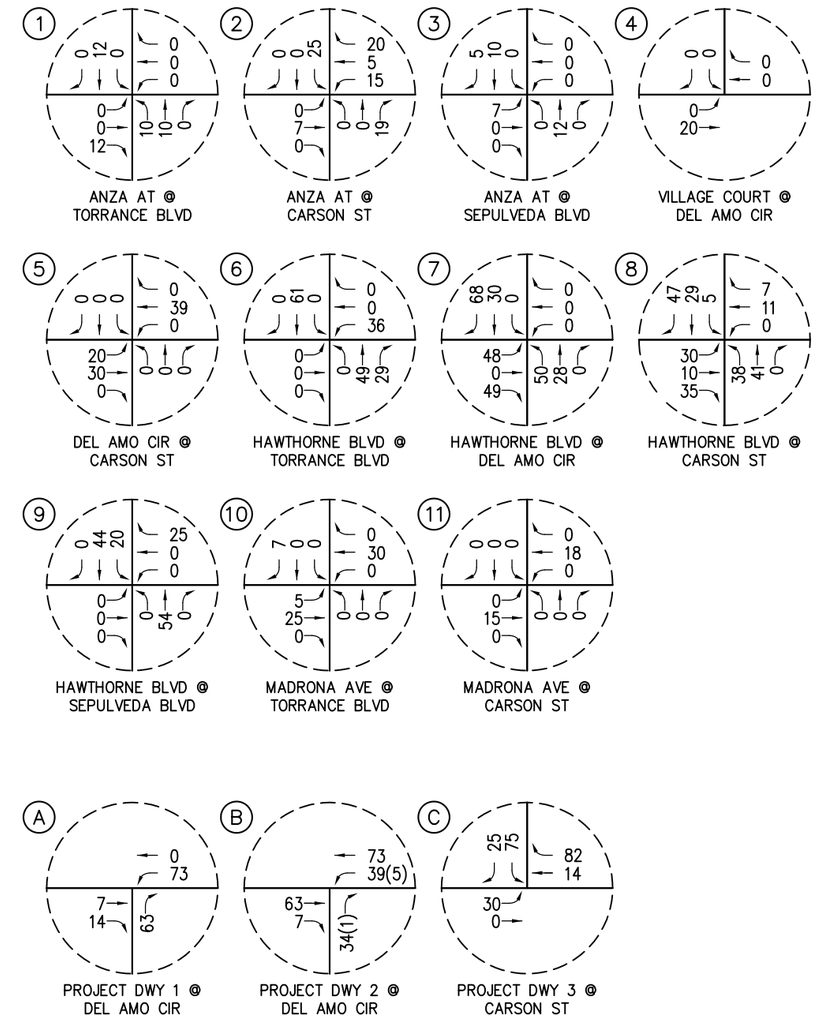
= PROJECT SITE

FIGURE 5–3

AM PEAK HOUR PROJECT TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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N NO SCALE

KEY

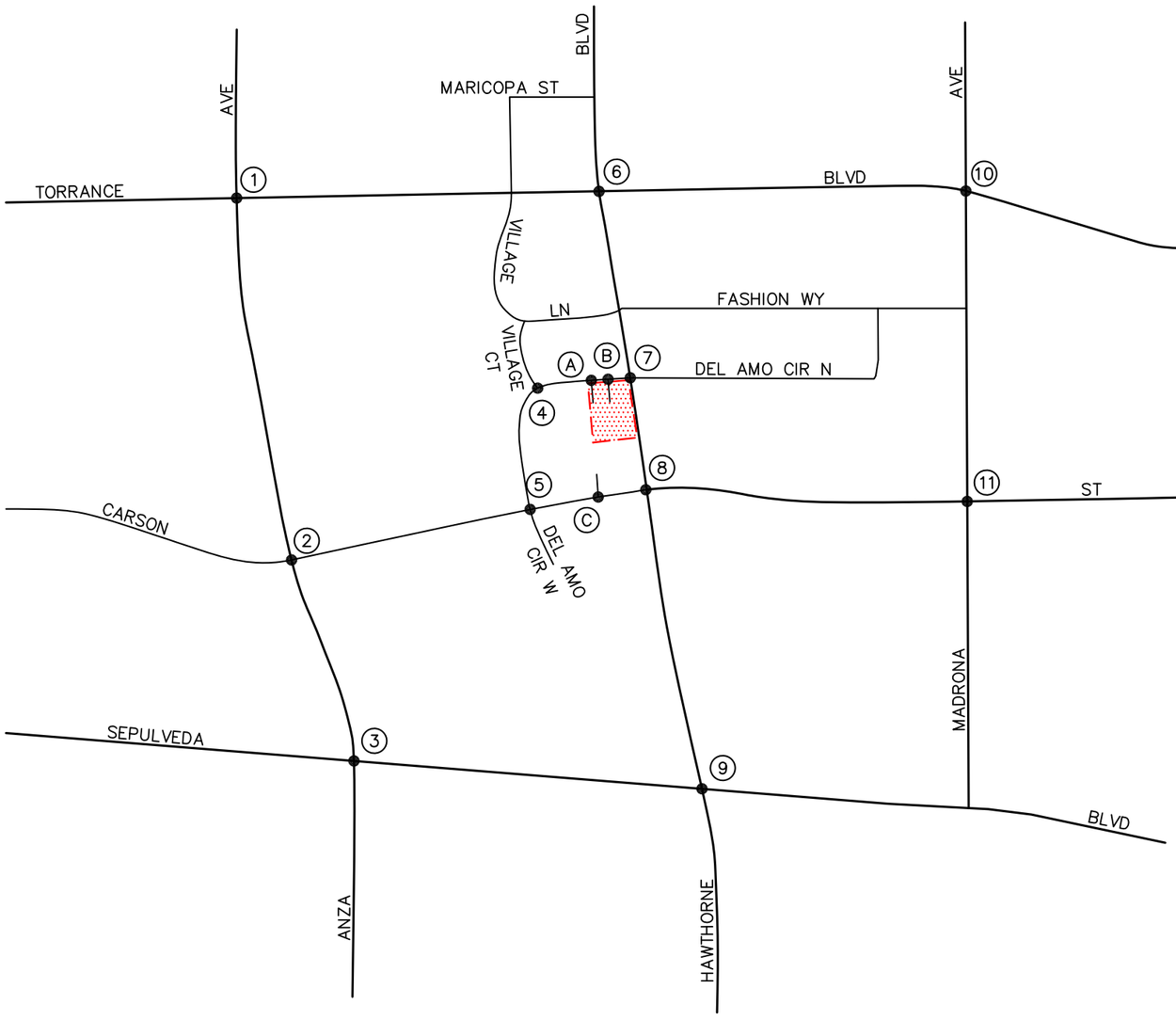
(XX) = PASS BY TRIPS

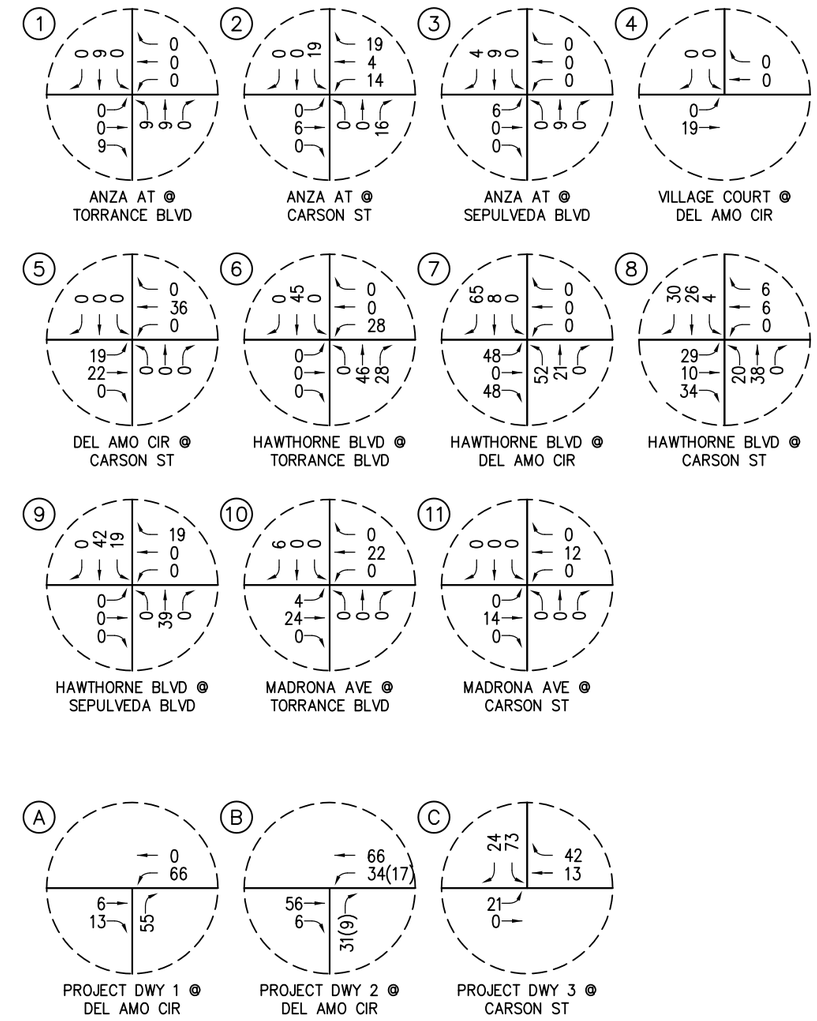
= PROJECT SITE

FIGURE 5–4

MIDDAY PEAK HOUR PROJECT TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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KEY

(XX) = PASS BY TRIPS

= PROJECT SITE

FIGURE 5-5

PM PEAK HOUR PROJECT TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE

TABLE 5-1

PROJECT TRAFFIC GENERATION FORECAST[7]

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Generation Factors:										
▪ 492: Health/Fitness Center (TE/1,000 SF)	32.93	0.71	0.70	1.41	2.07	1.99	4.06	2.01	1.52	3.53
▪ 710: General Office Building (TE/1,000 SF)	11.03	1.37	0.19	1.56	0.25	1.24	1.49	0.25	1.24	1.49
▪ 720: Medical-Dental Office Building (TE/1,000 SF)	36.13	1.89	0.50	2.39	1.67	2.60	4.27	1.00	2.57	3.57
▪ 931: Quality Restaurant (TE/1000 SF)	89.95	0.66	0.15	0.81	4.57	1.00	5.57	5.02	2.47	7.49
Existing Project Generation Forecast:										
▪ Existing Office Building (81,899 SF) [a]	903	113	15	128	21	101	122	21	101	122
Proposed Project Generation Forecast:										
▪ Restaurant (12,000 SF)	1,079	8	2	10	55	12	67	60	30	90
Less Internal Capture (5%)	-54	-1	0	-1	-2	-1	-3	-3	-2	-5
Subtotal	1,025	7	2	9	53	11	64	57	28	85
Pass-by (Daily: 10%, AM: 10%, MD: 10%, PM: 30%)[8]	-103	-1	0	-1	-5	-1	-6	-17	-9	-26
Subtotal - Restaurant	*922*	*6*	*2*	*8*	*48*	*10*	*58*	*40*	*19*	*59*
▪ Fitness Center (45,000 SF)	1,482	32	31	63	93	90	183	90	69	159
Less Internal Capture (5%)	-74	-2	-1	-3	-5	-4	-9	-5	-3	-8
Subtotal- Fitness Center	*1,408*	*30*	*30*	*60*	*88*	*86*	*174*	*85*	*66*	*151*
▪ Medical Office Building (81,899 SF)	2,959	155	41	196	137	213	350	82	210	292
Less Internal Capture (5%)	-148	-8	-2	-10	-7	-11	-18	-4	-11	-15
Subtotal – Medical Office	*2,811*	*147*	*39*	*186*	*130*	*202*	*332*	*78*	*199*	*277*
Proposed Total [b]	***5,141***	***183***	***71***	***254***	***266***	***298***	***564***	***203***	***284***	***487***
Total Traffic Generation Forecast [b] - [a]	**4,238**	**70**	**56**	**126**	**245**	**197**	**442**	**182**	**183**	**365**

Notes:
TE/1,000 SF = Trip ends per 1,000 SF of development

7 Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012). Average rates used. PM peak hour trip rates of the generator were used for the Midday peak hour. Midday peak hour trip rates of the generator are not available within ITE's *Trip Generation*, 9th Edition. Thus, PM peak hour trips were used to estimate the Midday trip generation of general office uses.

8 Pass-by trips are trips made as intermediate stops on the way from an origin to a primary trip destination. Pass-by trips are attracted from traffic passing the site on adjacent streets, which contain direct access to the generator. A pass-by reduction factor of 30% was used for the PM peak hour to provide a conservative assessment; ITE indicates that the average pass-by rate is 44% for this use during the PM peak hour. (Source: *Trip Generation, 2014*). A pass-by reduction factor of 10% was use used to estimate pass-by trips during the AM and Midday peak hours and on a daily basis.

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Existing With Project Traffic Volumes

The existing with project traffic conditions have been generated based upon existing conditions and the estimated project traffic. These forecast traffic conditions have been prepared pursuant to the California Environmental Quality Act (CEQA) guidelines, which require that the potential impacts of a Project be evaluated upon the circulation system as it currently exists. This traffic volume scenario and the related intersection capacity analyses will identify the roadway improvements necessary to mitigate the direct traffic impacts of the Project, if any.

Figures 6-1 through ***6-3*** present projected AM, Midday, and PM peak hour traffic volumes at the eleven (11) key study intersections and three (3) Project driveways with the addition of the trips generated by the proposed Project to existing traffic volumes, respectively.

6.2 Year 2018 Without Project Traffic Volumes

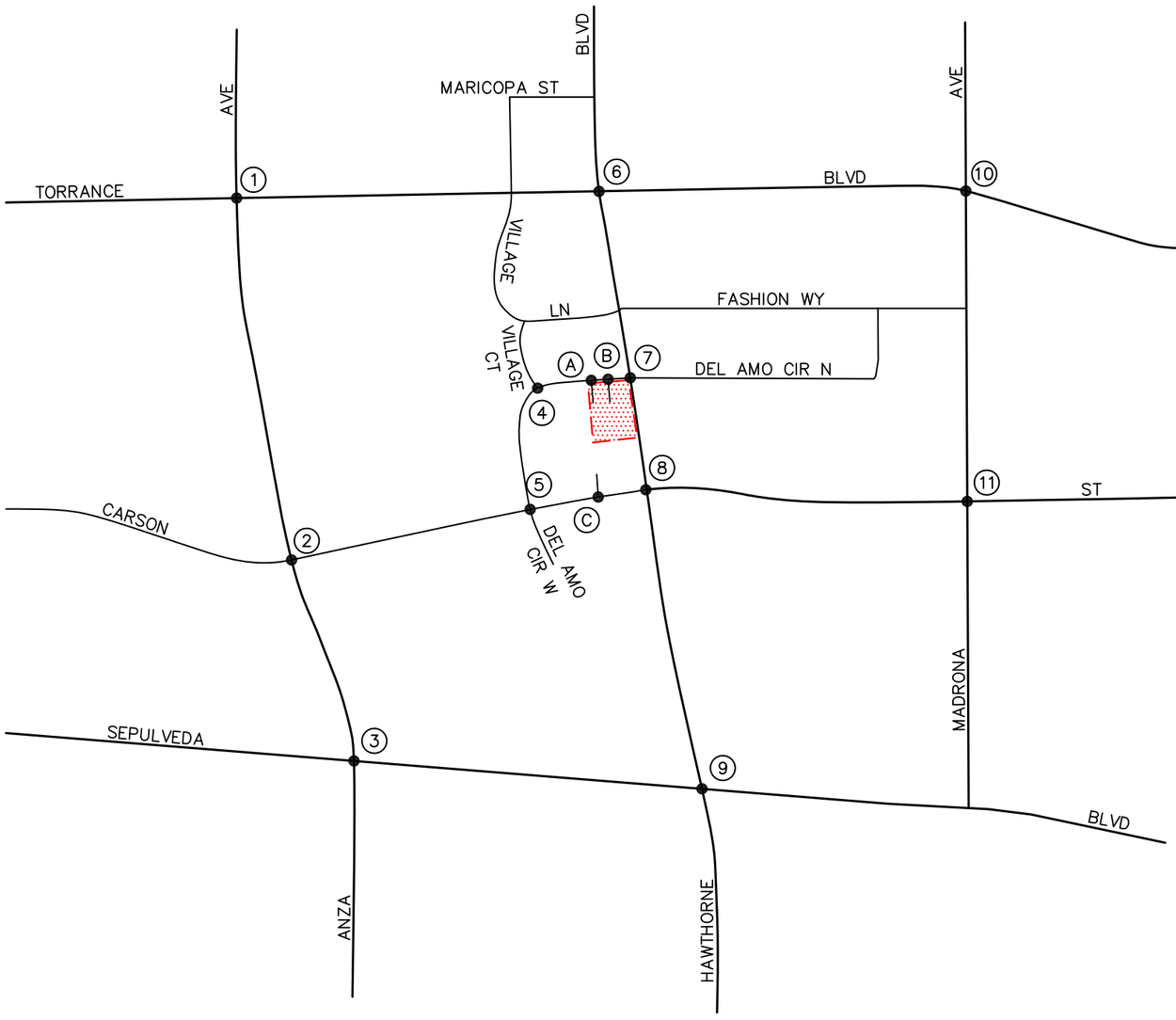
6.2.1 *Ambient Growth Traffic*

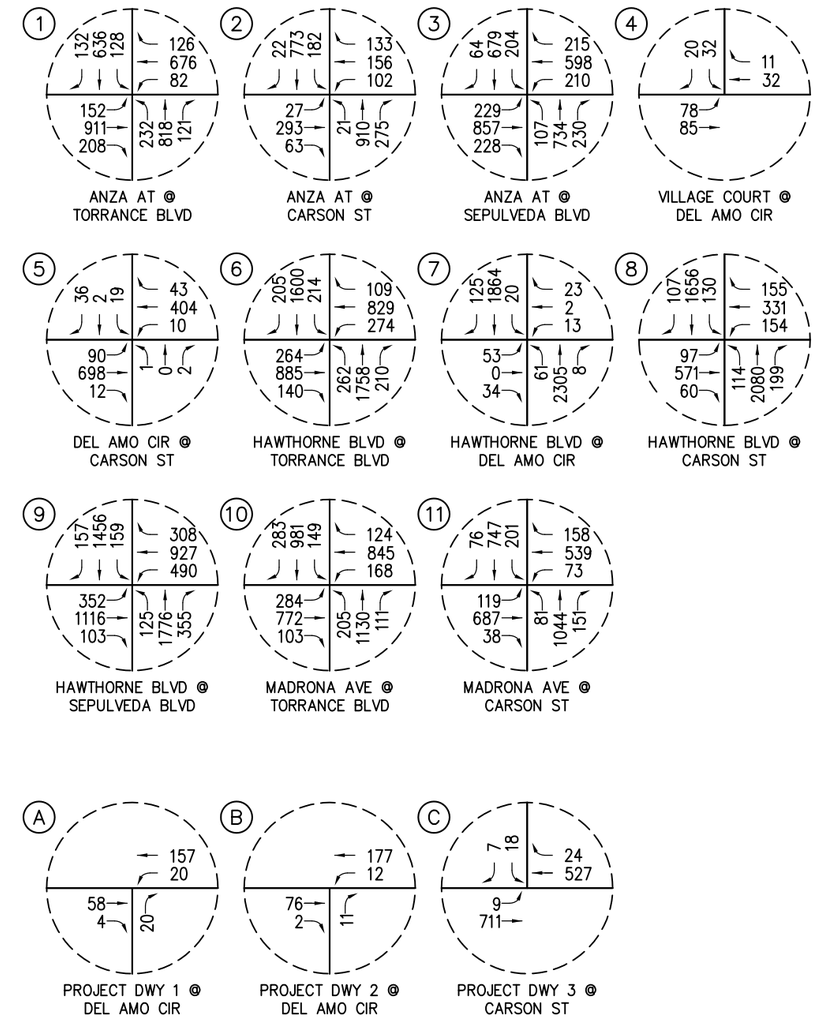
For future traffic conditions, background traffic growth estimates have been calculated using an ambient growth factor. The ambient growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The application of the one percent (1%) annual growth rate to baseline Year 2015 traffic volumes results in a two percent (3%) growth in existing baseline volumes at the eleven (11) key study intersections to horizon Year 2018.

6.2.2 *Cumulative Projects Traffic*

The City of Torrance identified twelve (12) cumulative projects within the Project study area. Cumulative projects, as defined by Section 15355 of the CEQA Guidelines, are "closely related past, present and reasonably foreseeable probable future projects". The Traffic Impact Analysis assumes that all of these cumulative projects will be developed and operational when the proposed Project is operational. This is the most conservative, worst-case approach, since the exact timing of each cumulative project is uncertain. In addition, impacts for these cumulative projects would likely be, or have been, subject to mitigation measures, which could reduce potential impacts. Under this analysis, however, those mitigation measures are not considered. The locations of the twelve (12) cumulative projects are presented in ***Figure 6-4***.

Table 6-1 presents the address and description/size of the twelve (12) cumulative projects. ***Table 6-2*** presents the resultant trip generation for the twelve (12) cumulative projects. As shown in *Table 6-2*, the twelve (12) cumulative projects are expected to generate a combined total 18,180 daily trips (one half arriving, one half departing) on a "typical" weekday, with 909 trips (604 inbound and 305 outbound) forecast during the AM peak hour, 1,639 trips (721 inbound and 918 outbound) forecast during the Midday peak hour, and 1,481 trips (602 inbound and 879 outbound) forecast during the PM peak hour.





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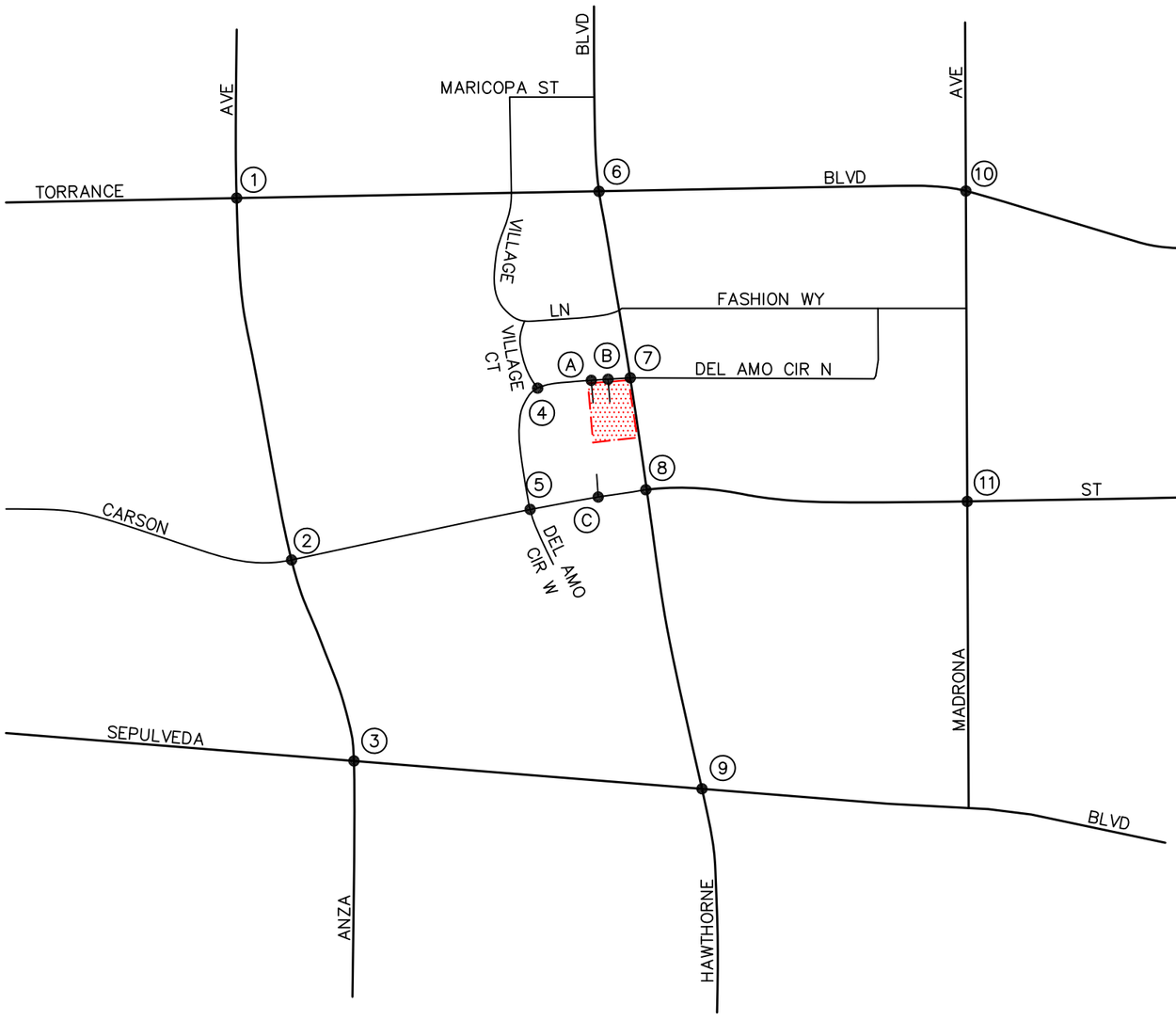
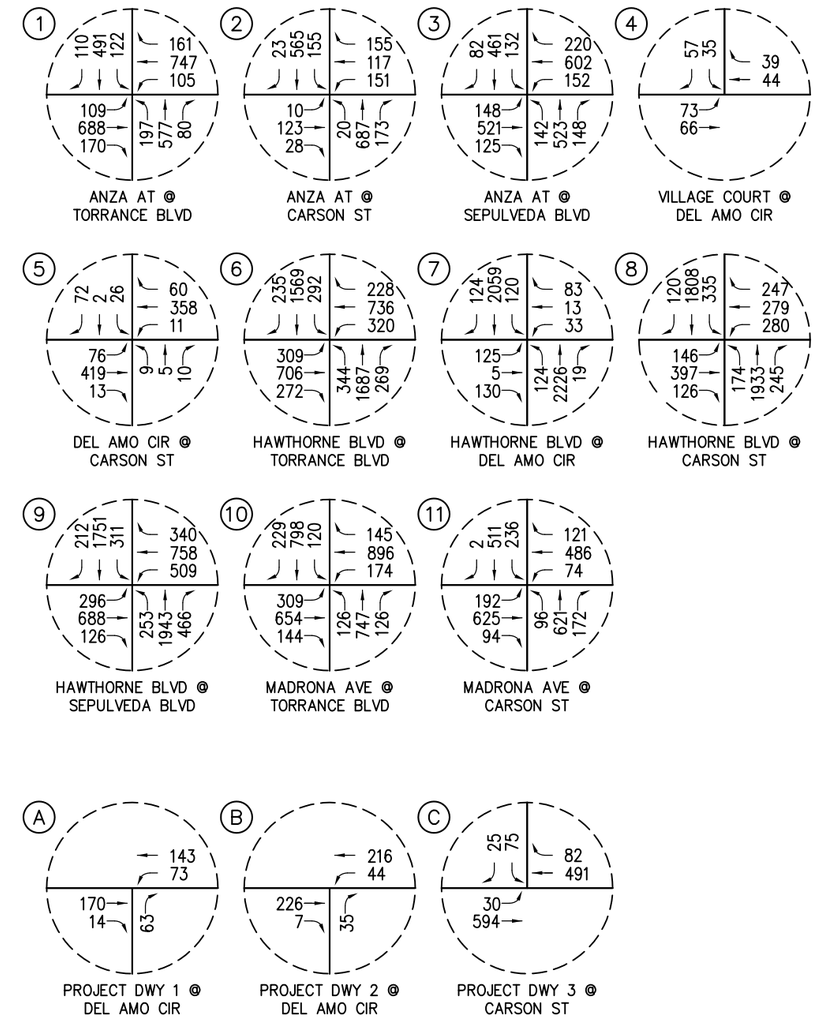
= PROJECT SITE

FIGURE 6–1

EXISTING WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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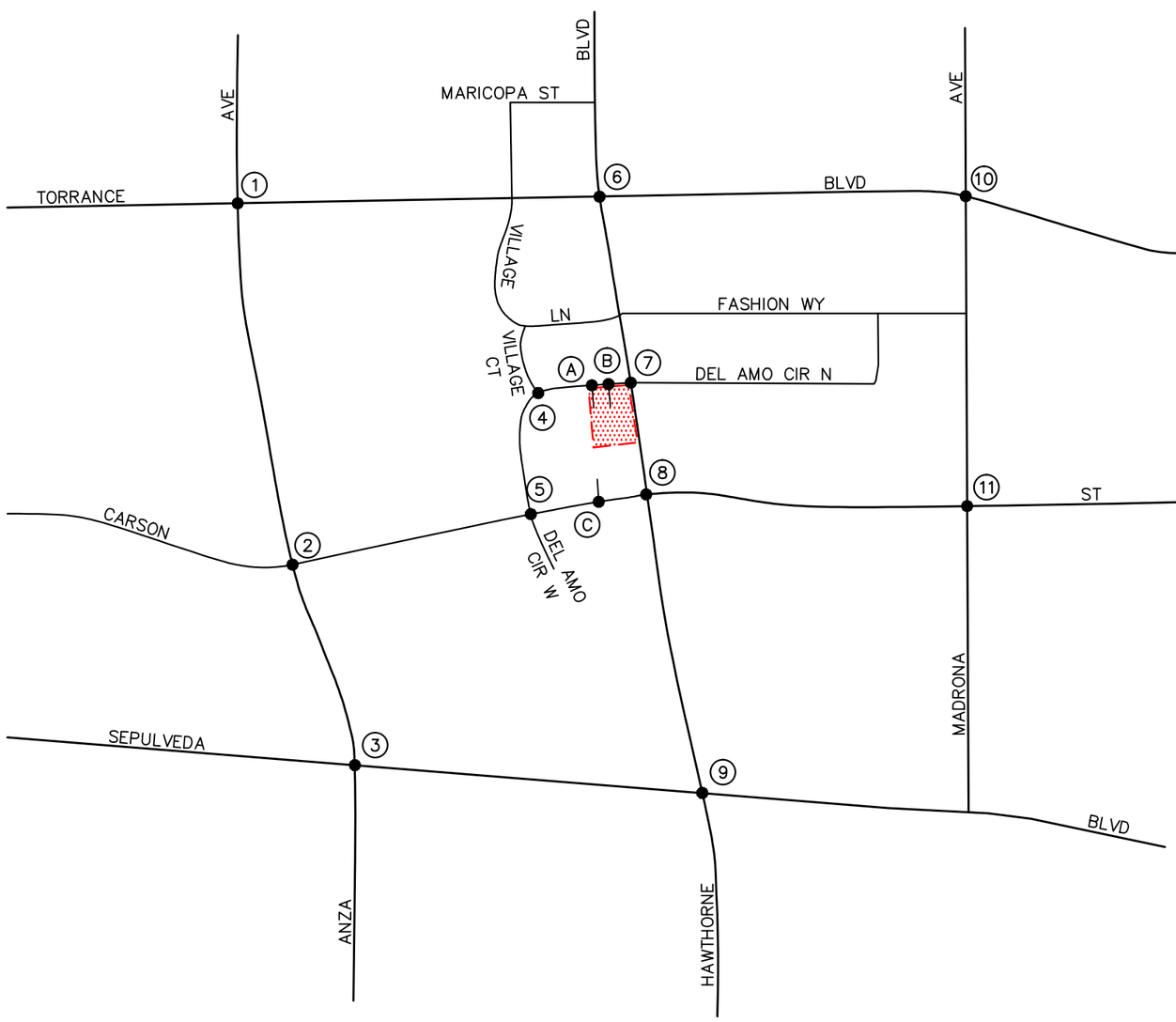
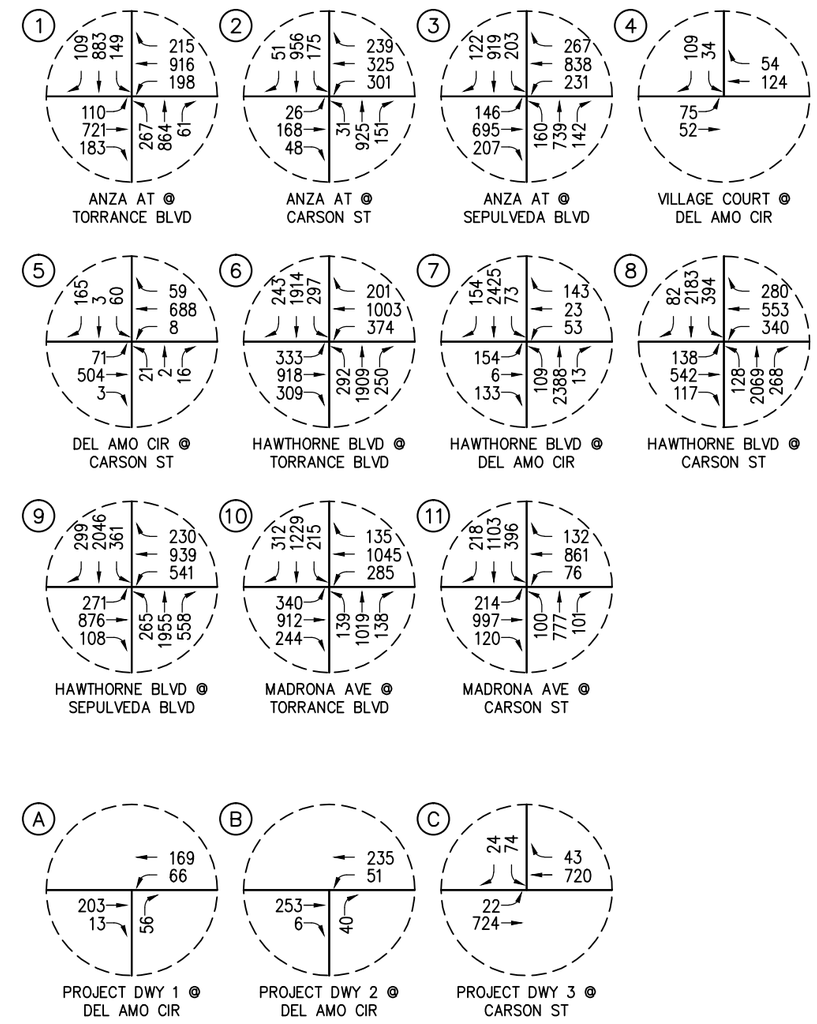
= PROJECT SITE

FIGURE 6-2

EXISTING WITH PROJECT MIDDAY PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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KEY

= PROJECT SITE

FIGURE 6–3

EXISTING WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE

KEY

1. 3720 PACIFIC COAST HIGHWAY
2. 3210 SPEULVEDA BOULEVARD
3. 23104 HAWTHORNE BOULEVARD
4. 20790 HAWTHORNE BOULEVARD
5. 2540 SEPULVEDA BOULEVARD
6. 4223 EMERALD STREET
7. 20911 EARL STREET
8. 305 CRENSHAW BOULEVARD
9. 24000 GARNIER STREET
10. 570 ALASKA AVENUE
11. 3525 W. CARSON STREET
12. DEL AMO SENIOR VILLAGE

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N NO SCALE

SOURCE: GOOGLE

KEY

(#) = CUMULATIVE PROJECT LOCATION

= PROJECT SITE

FIGURE 6-4

CUMULATIVE PROJECTS LOCATION MAP

DEL AMO FINANCIAL PROJECT, TORRANCE

The anticipated AM, Midday, and PM peak hour cumulative projects traffic volumes at the eleven (11) key study intersections are presented in ***Figures 6-5*** through ***6-7***, respectively.

Figures 6-8 through ***6-10*** present Year 2018 Without Project AM, Midday, and PM peak hour traffic volumes at the eleven (11) key study intersections, respectively. It should be noted that the Year 2018 Without Project traffic volumes include ambient traffic growth as well as the traffic from the twelve (12) cumulative projects. Because this traffic impact analysis utilizes both an ambient growth factor along with a list of cumulative projects to analyze cumulative impacts, this traffic impact analysis is highly conservative and would tend to overstate cumulative traffic impacts.

6.3 Year 2018 With Project Traffic Volumes

The estimates of Project-generated traffic volumes were added to the Year 2018 Without Project traffic conditions to develop traffic projections for Year 2018 With Project traffic conditions. The anticipated Year 2018 With Project traffic conditions AM, Midday, and PM peak hour traffic volumes at the eleven (11) key study intersections and three (3) Project driveways are presented in ***Figures 6-11*** and ***6-13***, respectively.

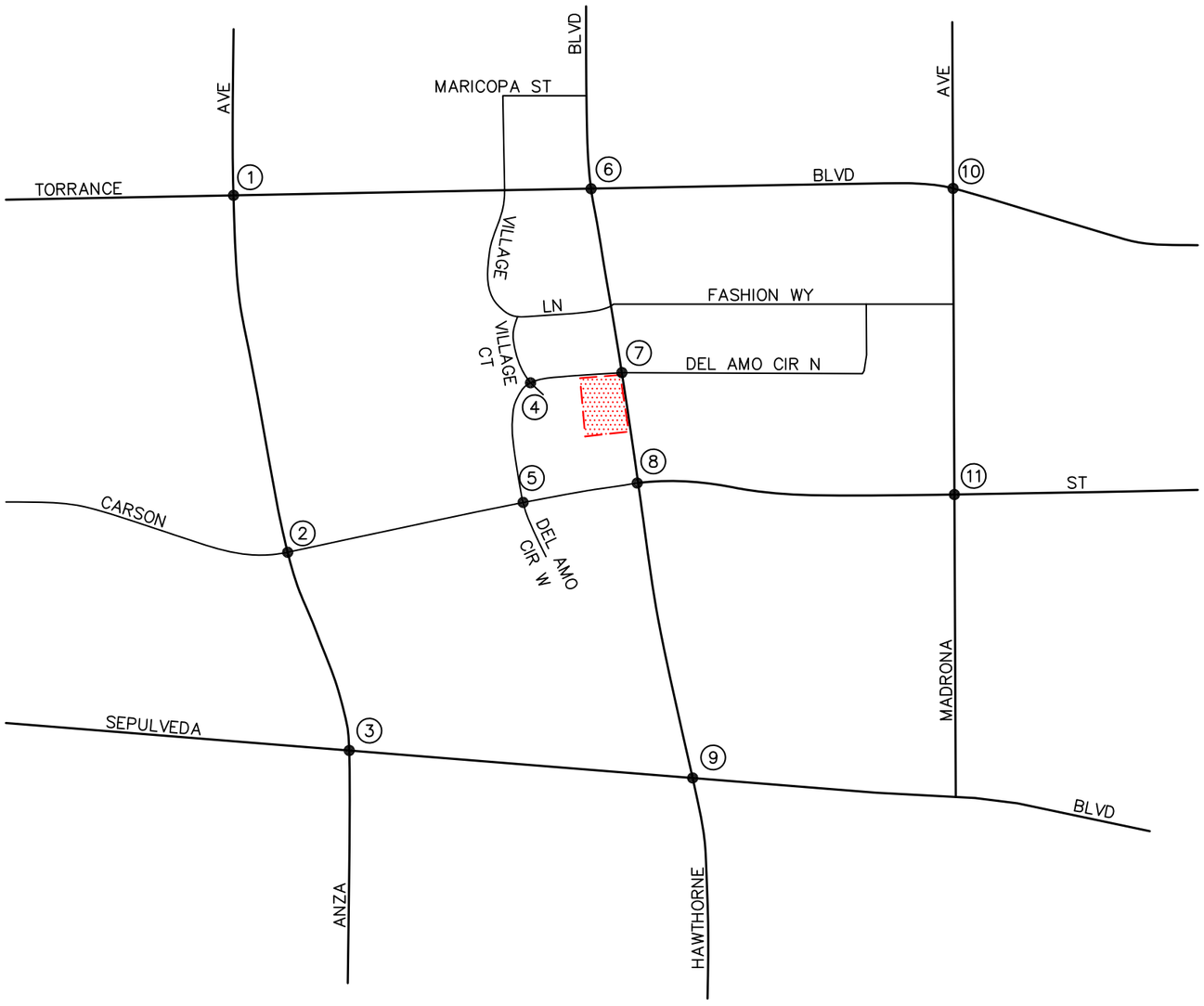
TABLE 6-1
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS[9]

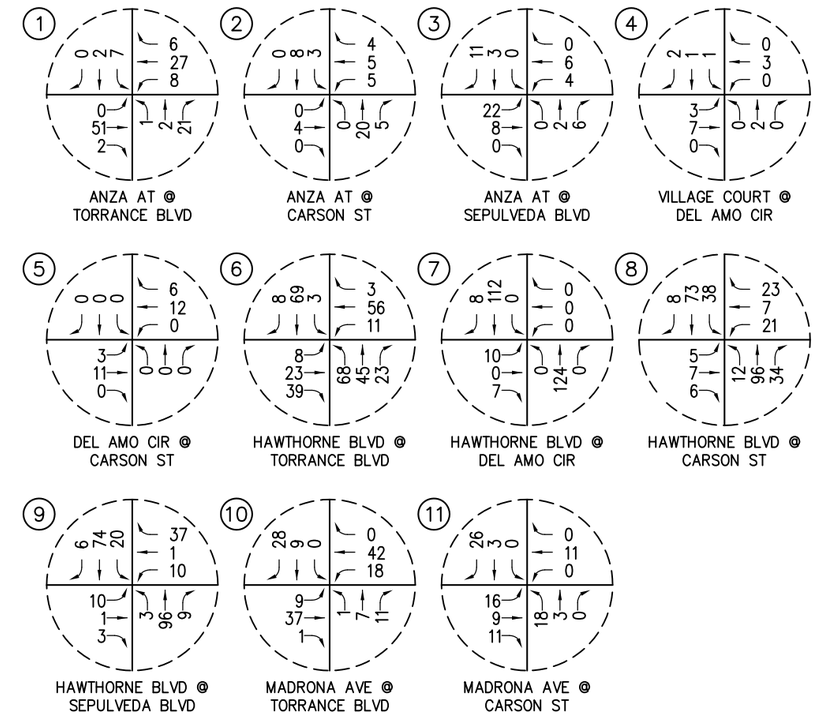
No.	Location/Address	Location/Address	Description
1.	CUP08-00015	3720 Pacific Coast Highway	14,500 SF commercial center (50% occupied)
2.	CUP12-00002	3210 Sepulveda Blvd.	130 bed assisted living and skilled nursing facility
3.	CUP12-00007	23104 Hawthorne Blvd.	10,023 SF child day care center
4.	CUP12-00008	20790 Hawthorne Blvd.	2,739 SF take-out restaurant
5.	CUP14-00005	2540 Sepulveda Blvd.	2,525 SF auto repair facility
6.	CUP14-00014	4223 Emerald St.	6,000 SF recording studio 709 SF dance studio
7.	CUP07-00022	20911 Earl Street	92,100 SF medical office building
8.	CUP13-00031	305 Crenshaw Blvd.	90,000 SF industrial buildings
9.	CUP14-00023	24000 Garnier St.	36,866 SF medical office building
10.	CUP14-00032	570 Alaska Ave.	31,015 SF warehouse building
11.	Del Amo Fashion Center	3525 W. Carson St.	230,000 SF retail
12.	Del Amo Senior Village	East side of Del Amo Circle, north of Carson Street	190 DU independent living, 100 DU assisted living with 130 beds, and a 70-room hotel

Notes:

- SF = Square-feet

[9] Source: *Community Development Department's Major Project Report, City of Torrance with updates provided by City staff.*





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N NO SCALE

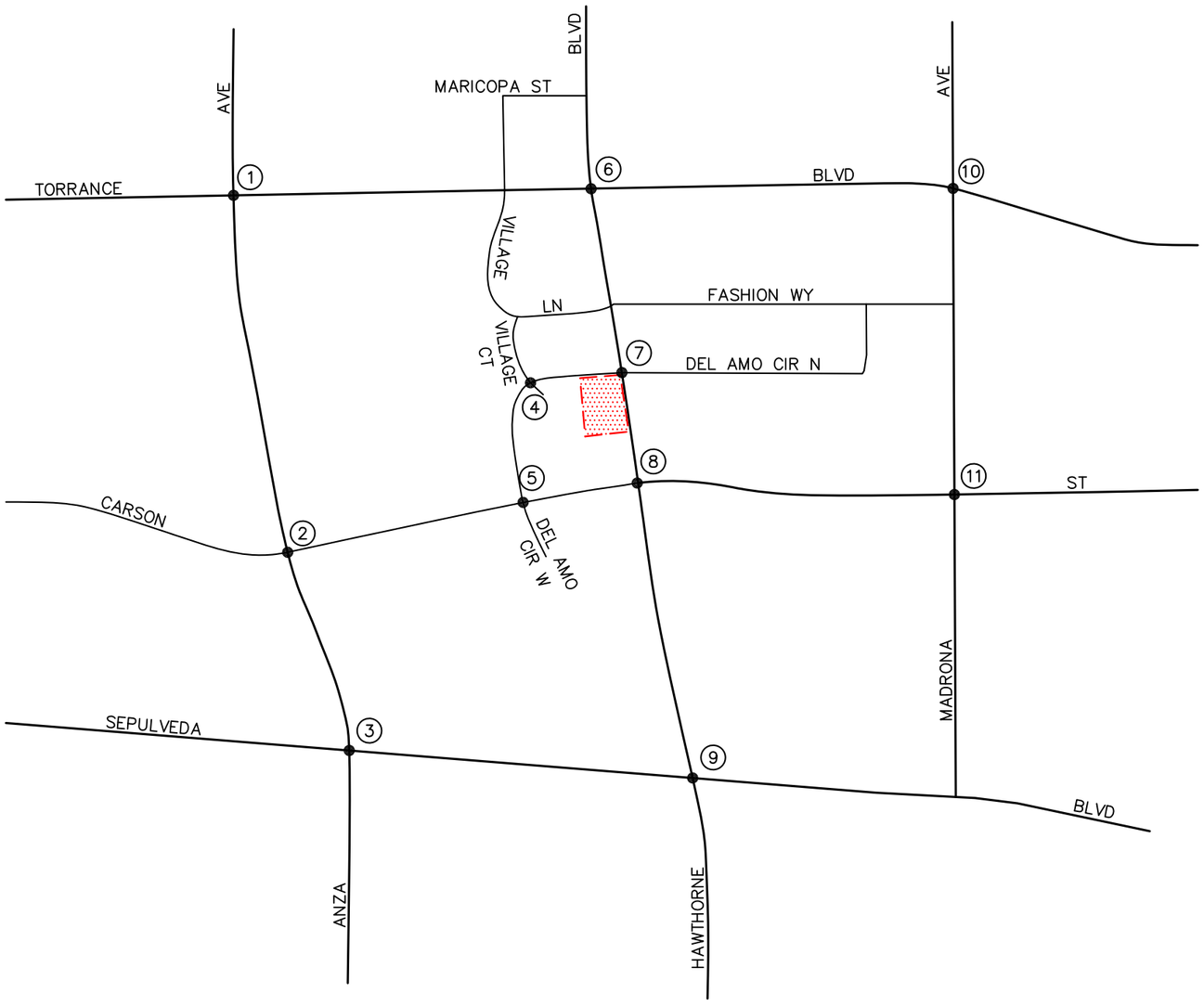
KEY

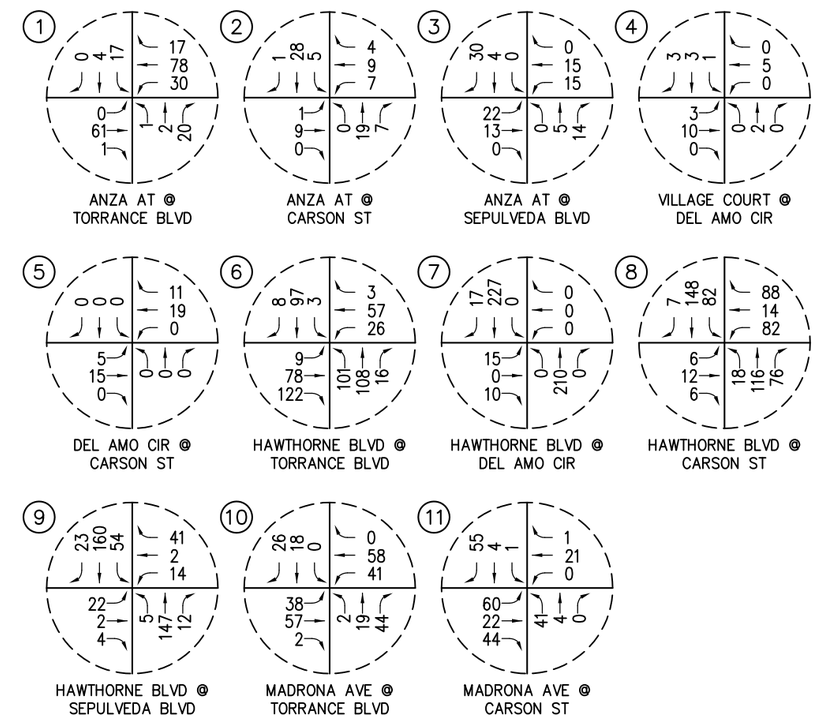
= PROJECT SITE

FIGURE 6–5

AM PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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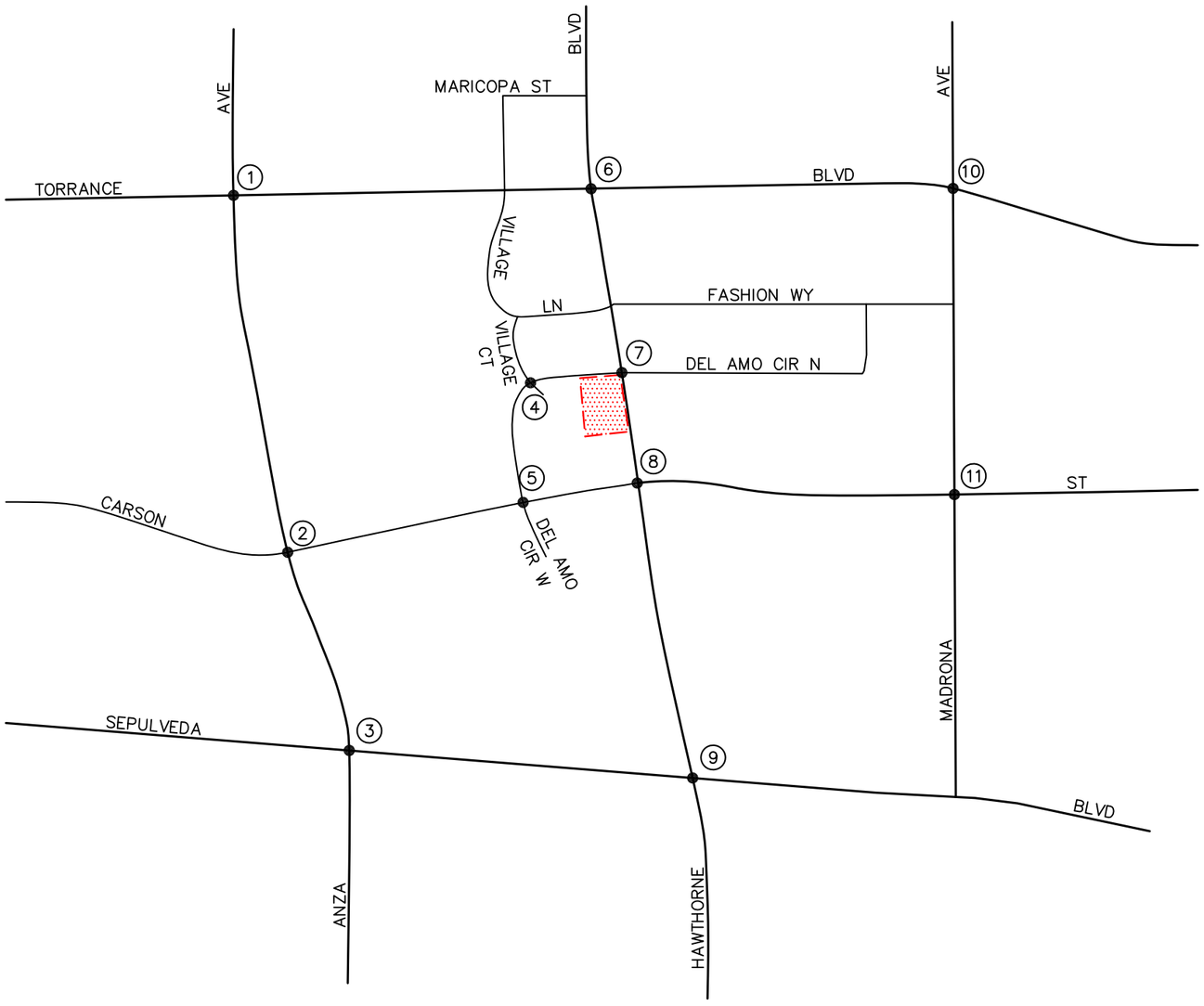
KEY

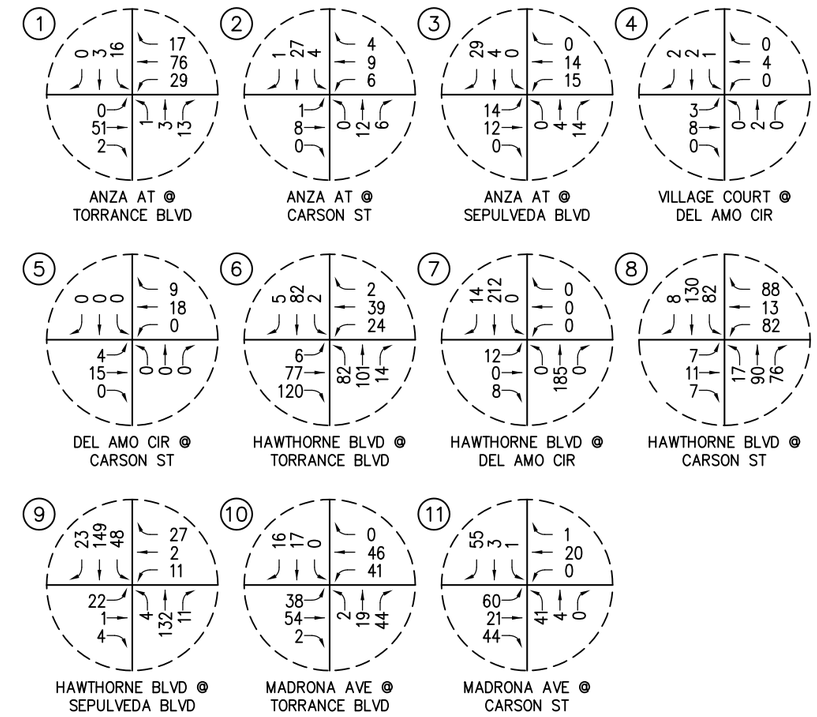
= PROJECT SITE

FIGURE 6-6

MIDDAY PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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N NO SCALE

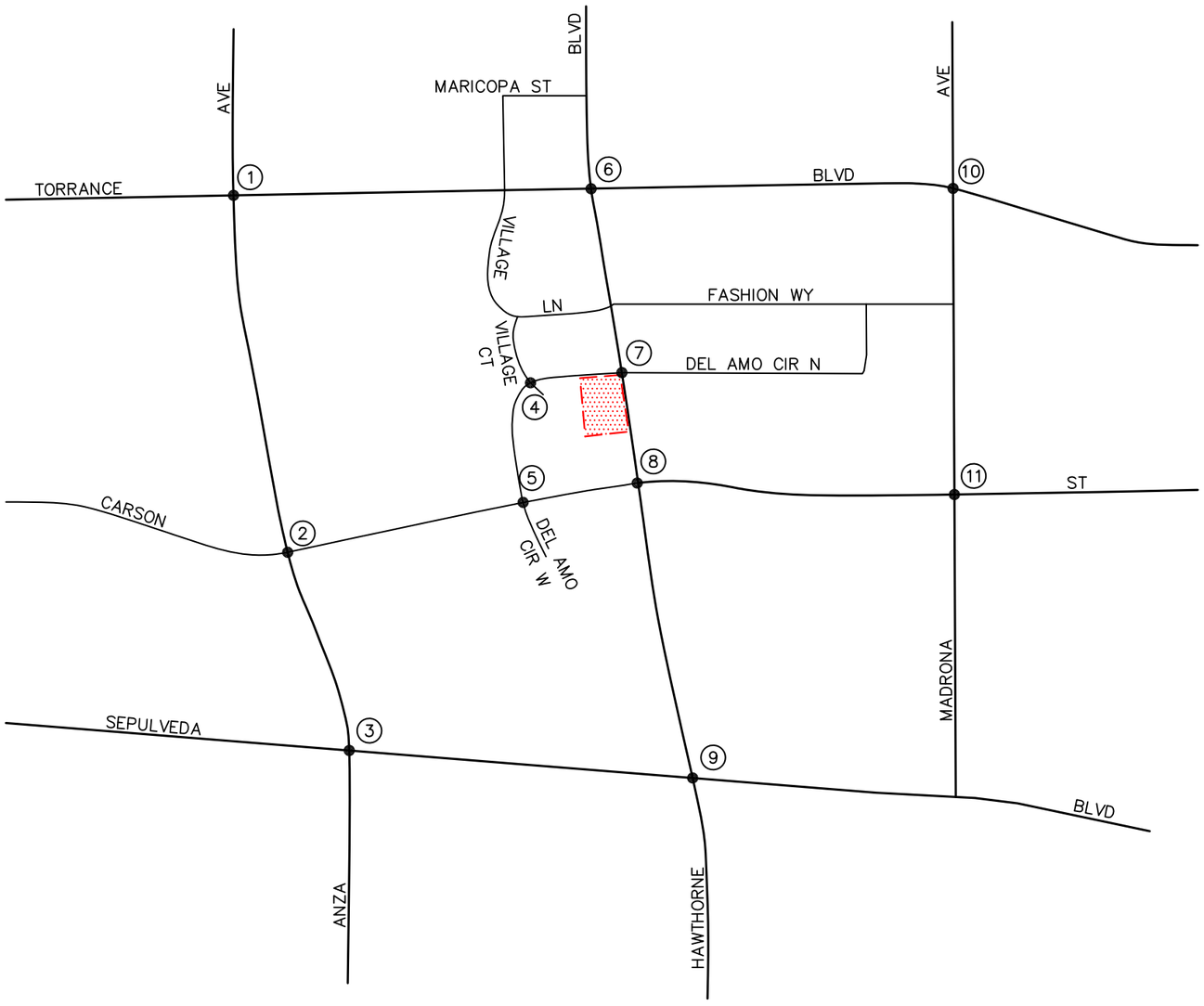
KEY

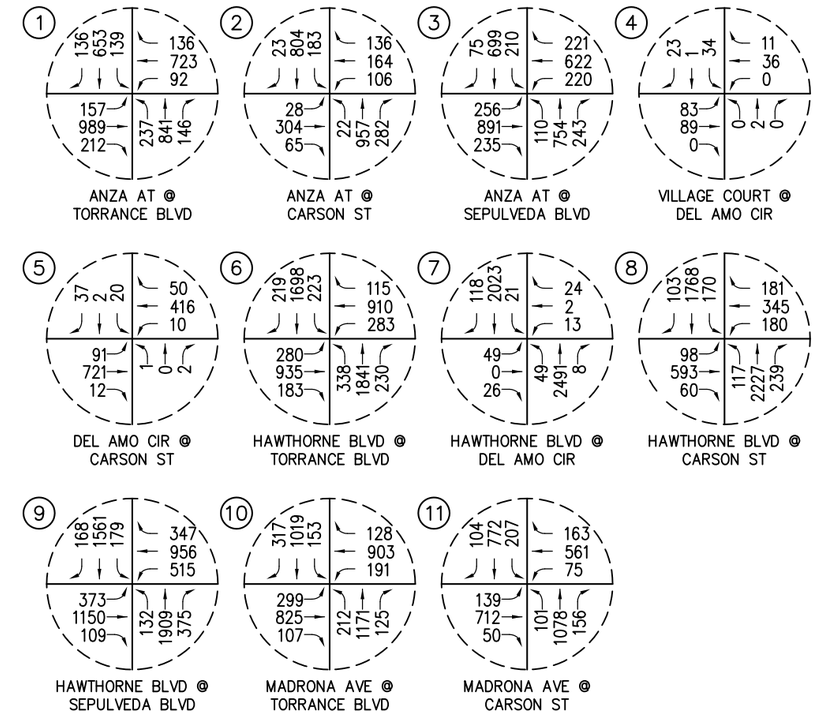
= PROJECT SITE

FIGURE 6-7

PM PEAK HOUR CUMULATIVE PROJECTS TRAFFIC VOULMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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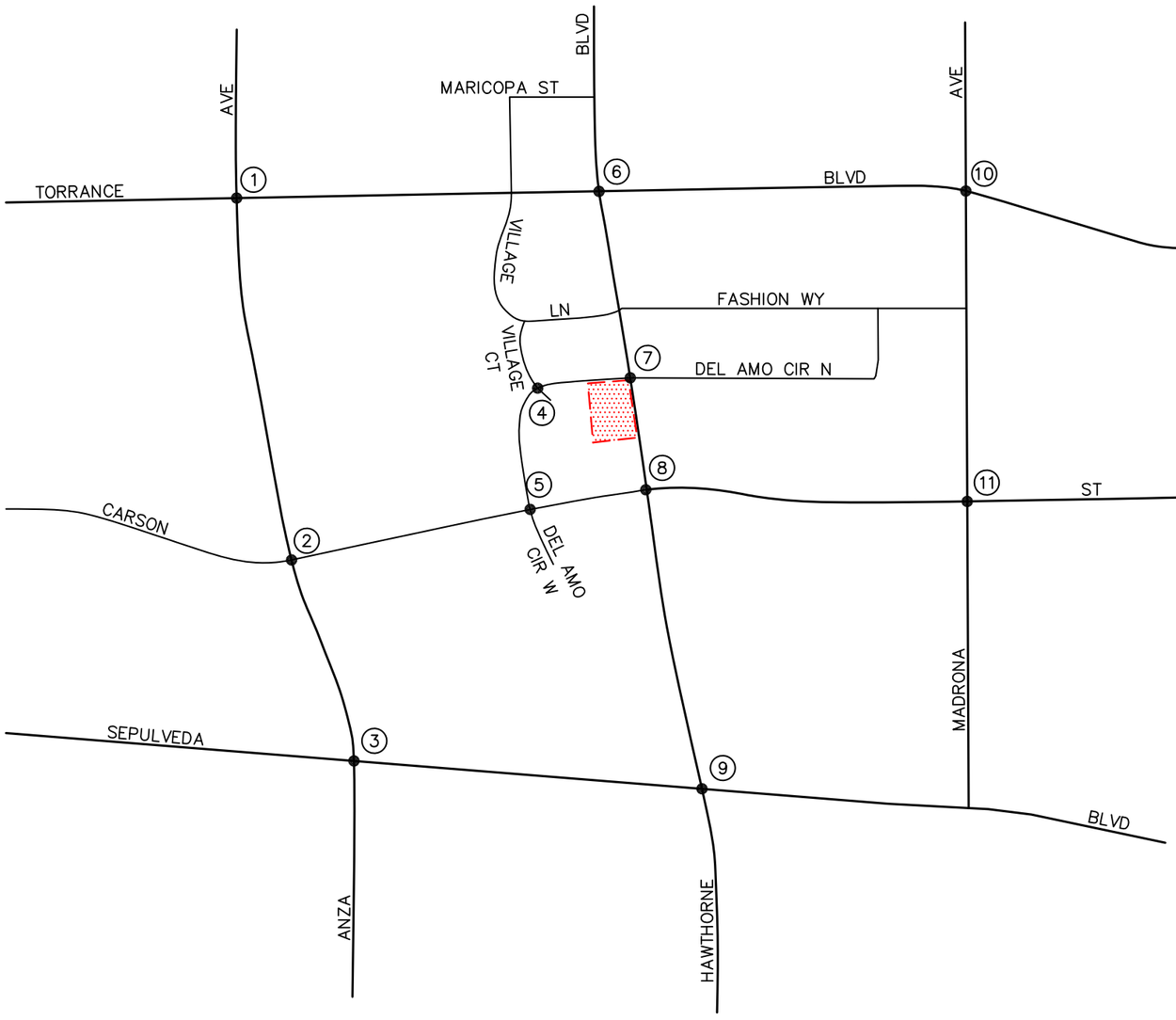
KEY

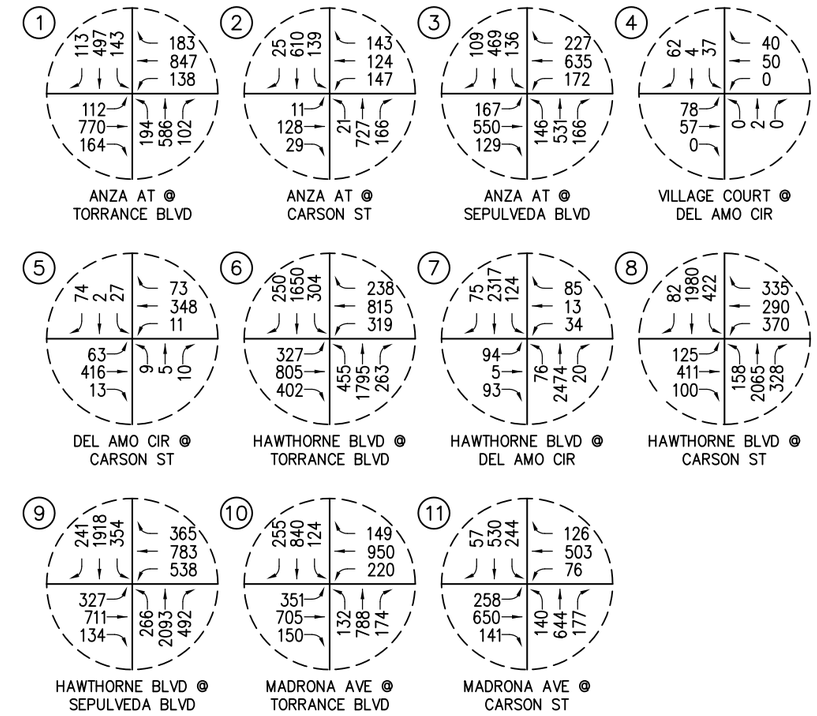
= PROJECT SITE

FIGURE 6-8

YEAR 2018 WITHOUT PROJECT AM PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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N NO SCALE

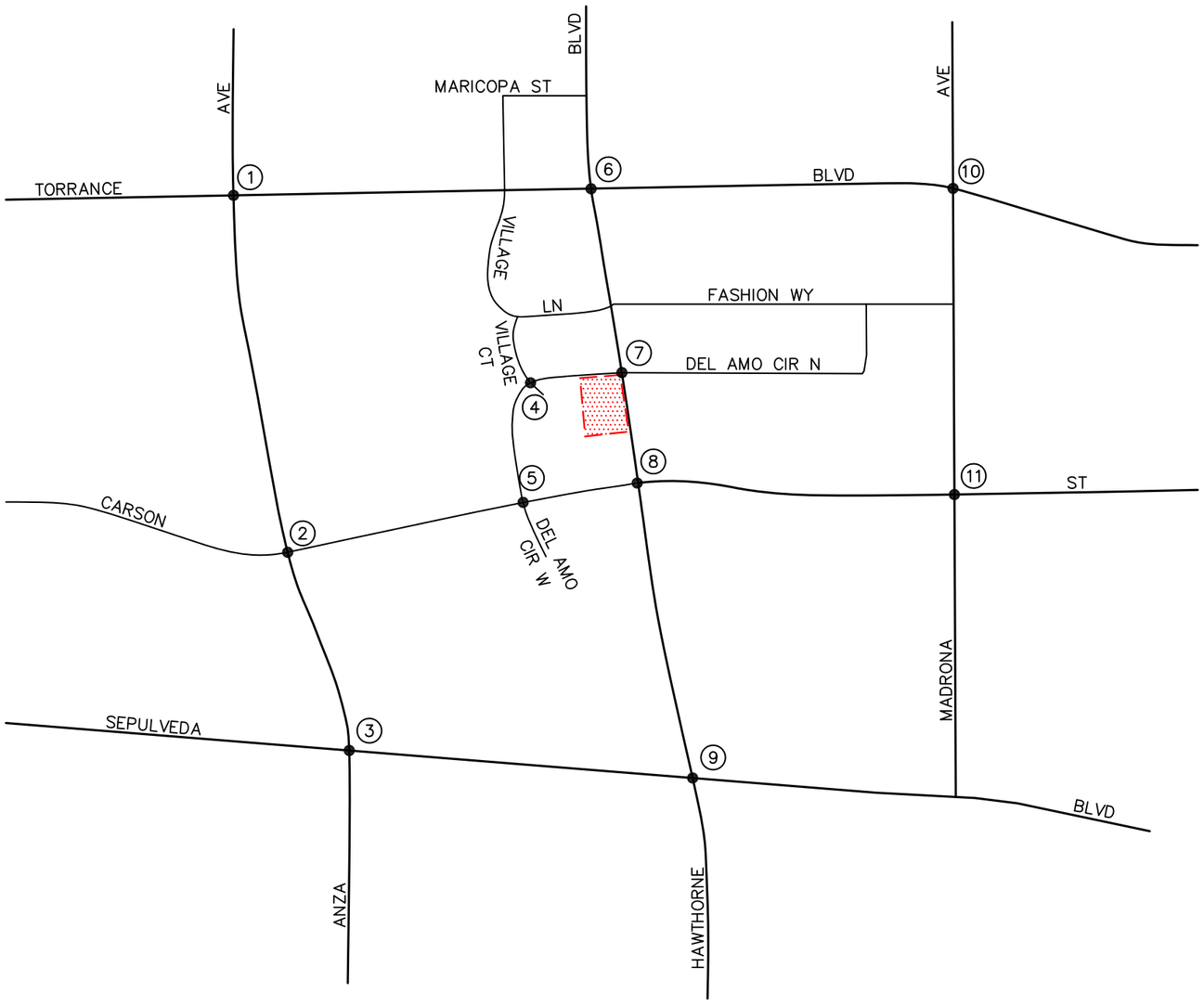
KEY

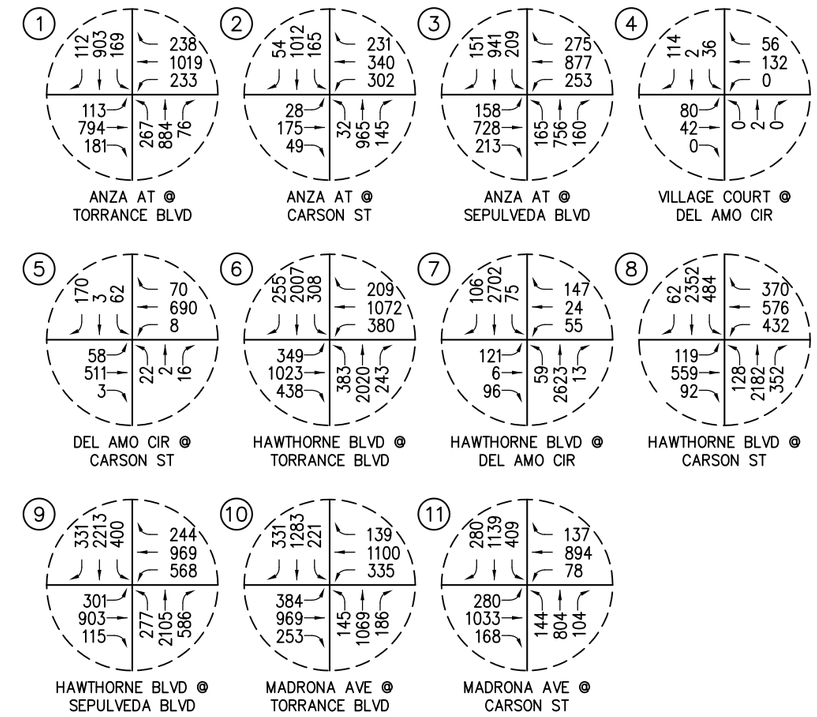
= PROJECT SITE

FIGURE 6-9

YEAR 2018 WITHOUT PROJECT MIDDAY PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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LINSCOTT LAW & GREENSPAN engineers

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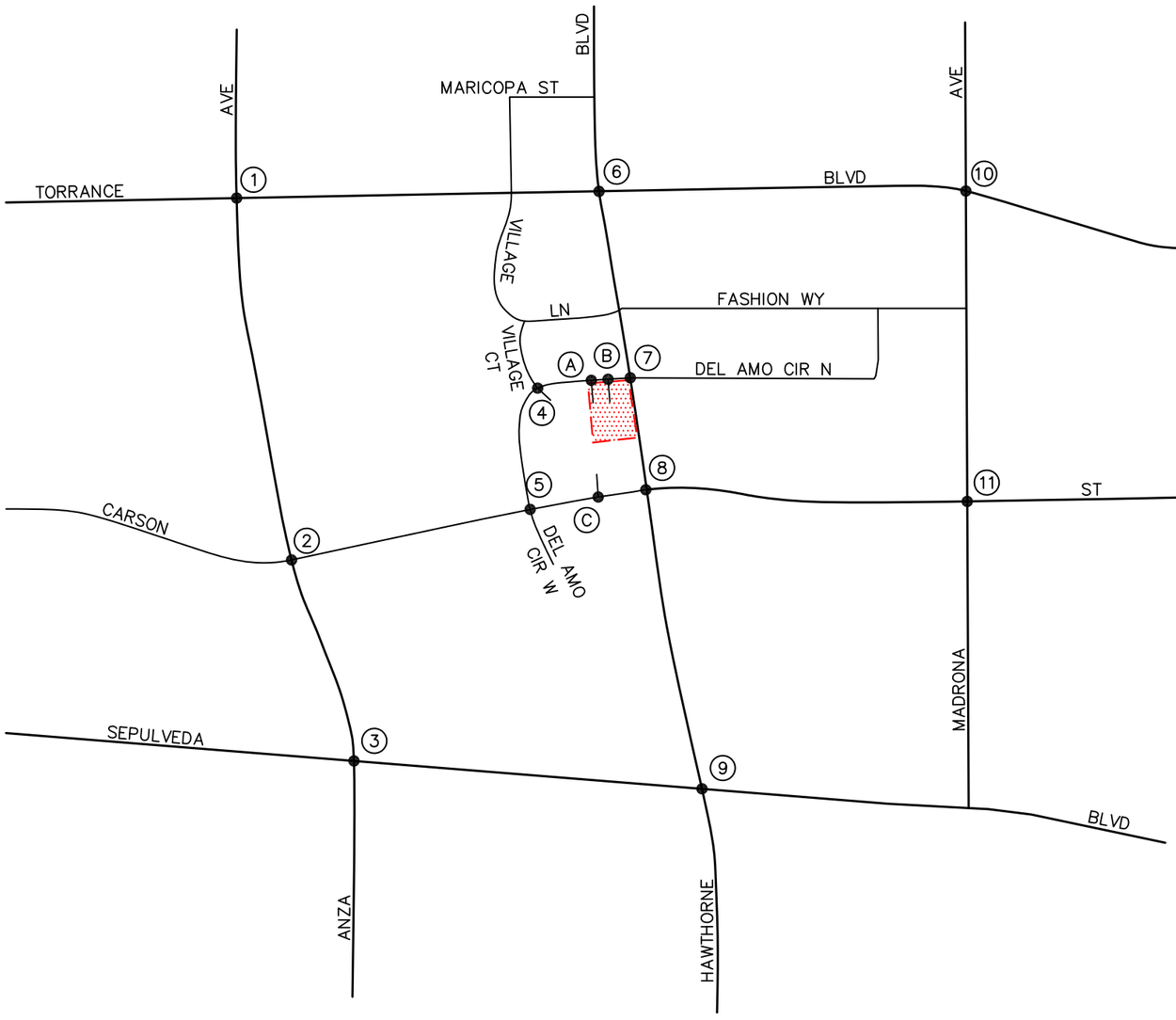
KEY

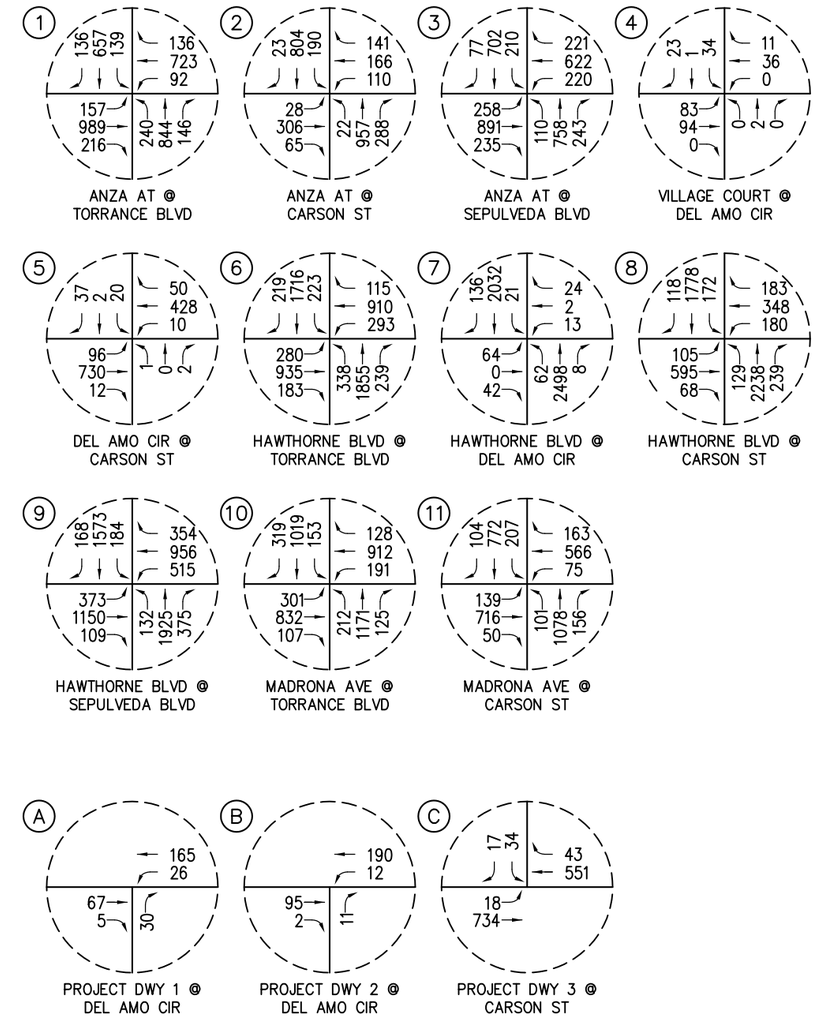
= PROJECT SITE

FIGURE 6-10

YEAR 2018 WITHOUT PROJECT PM PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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N NO SCALE

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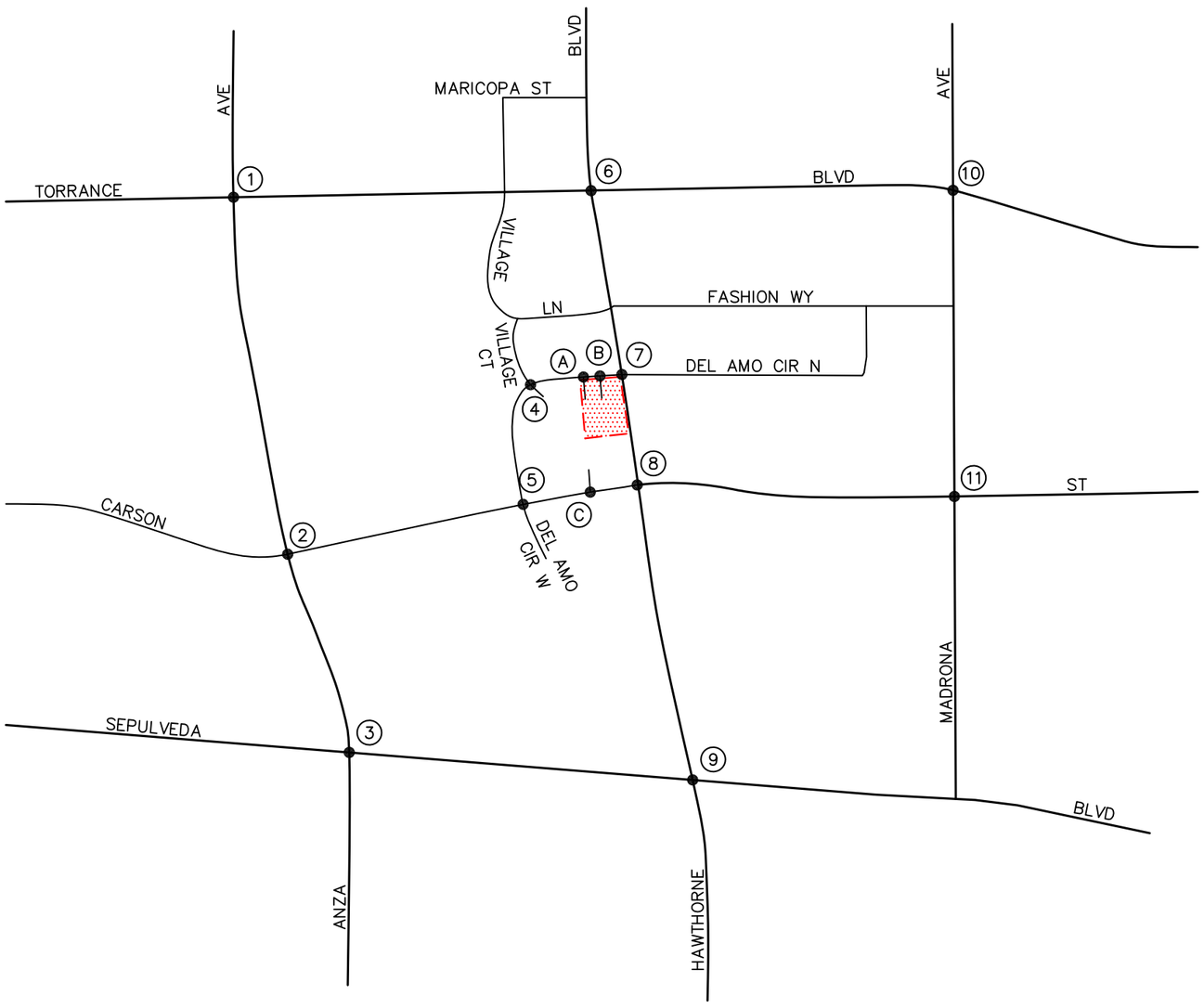
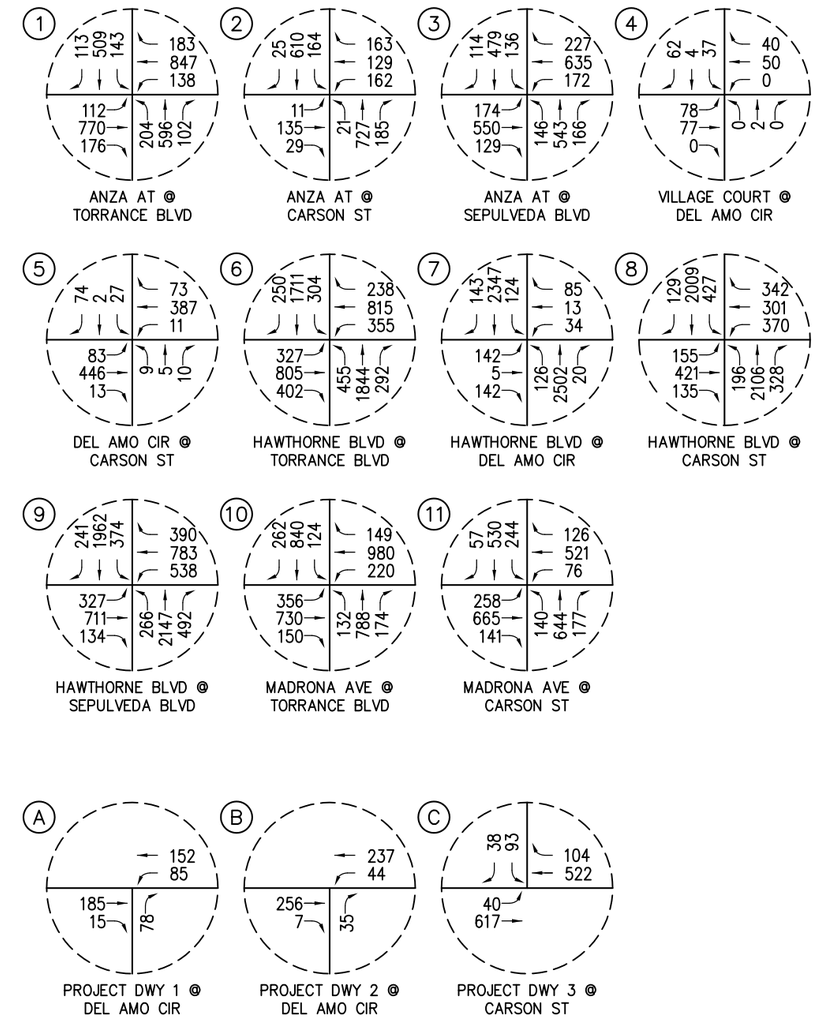
= PROJECT SITE

FIGURE 6-11

YEAR 2018 WITH PROJECT AM PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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N NO SCALE

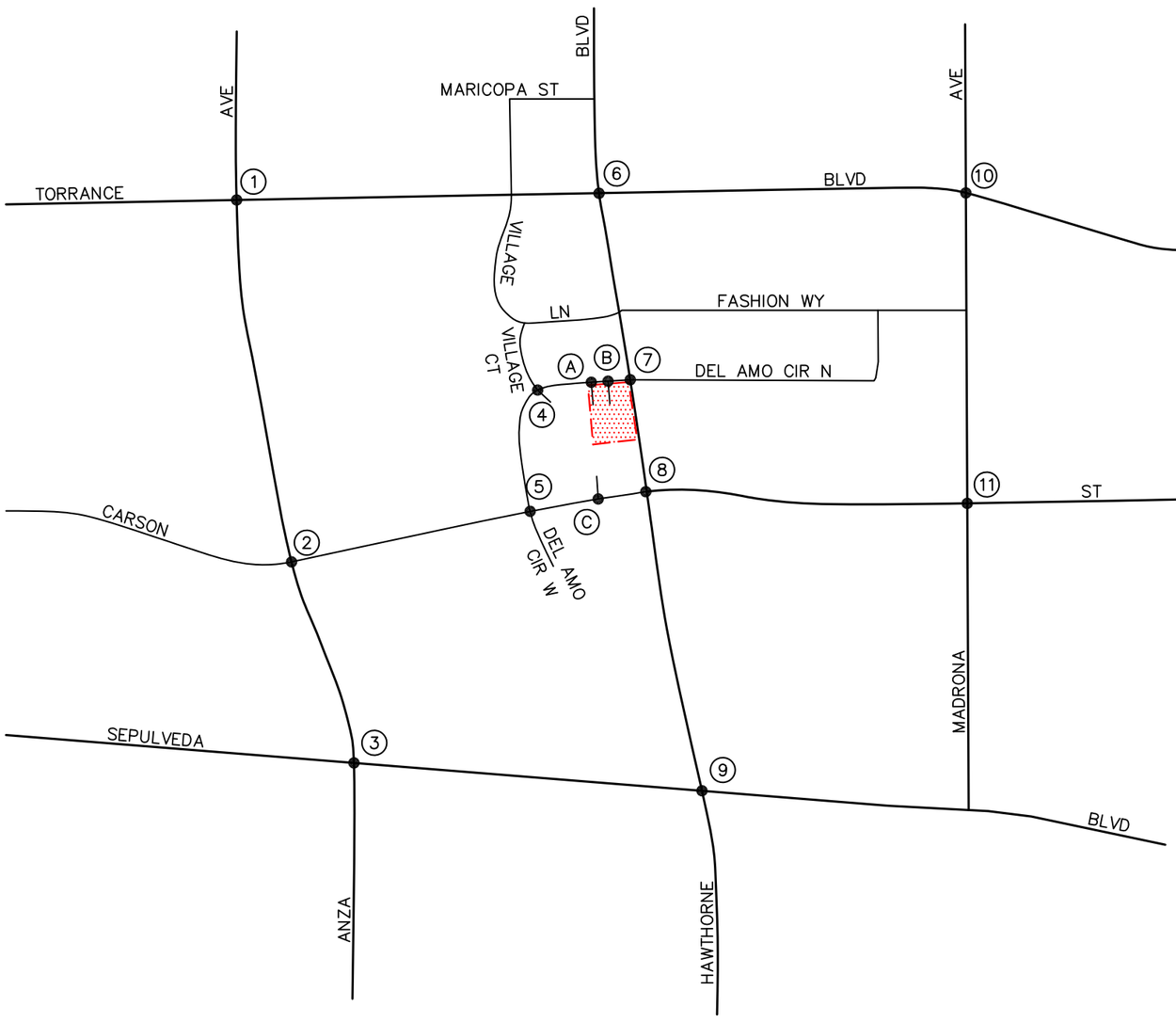
KEY

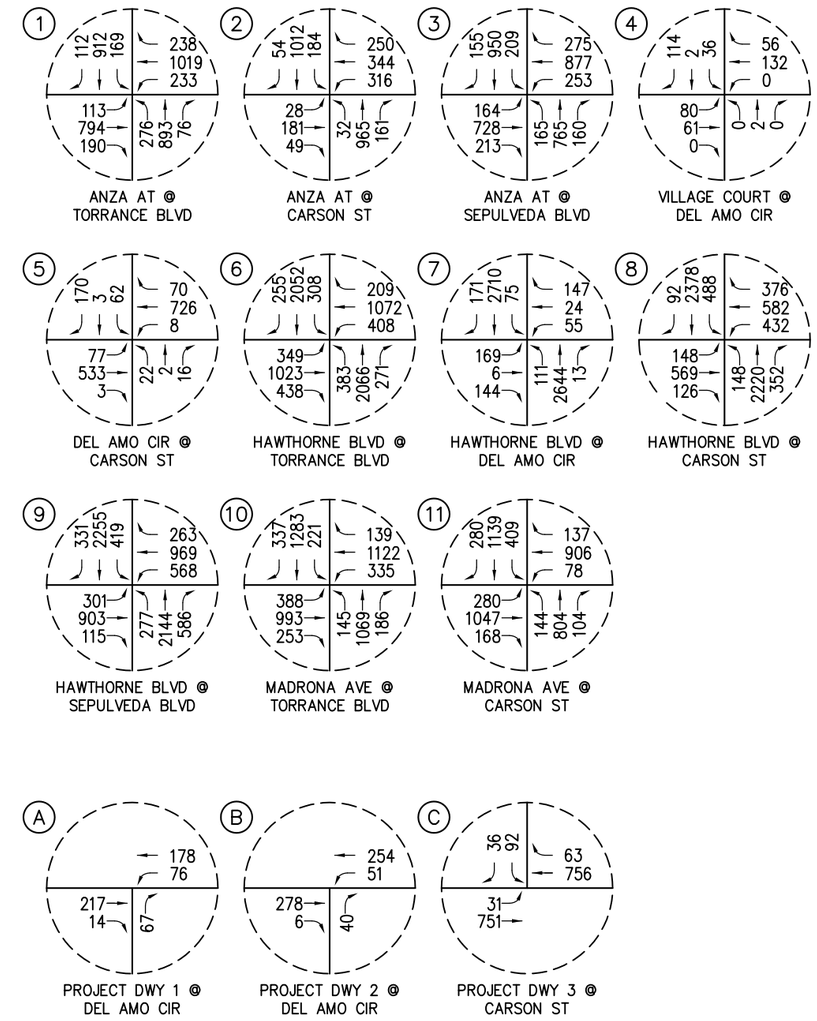
= PROJECT SITE

FIGURE 6-12

YEAR 2018 WITH PROJECT MIDDAY PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE





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N NO SCALE

KEY

= PROJECT SITE

FIGURE 6–13

YEAR 2018 WITH PROJECT PM PEAK HOUR TRAFFIC VOLUMES

DEL AMO FINANCIAL PROJECT, TORRANCE

TABLE 6-2
CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST[10]

Cumulative Project Description		Daily 2-Way	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
1.	CUP08-00015	279	4	2	6	9	9	18	9	9	18
2.	CUP12-00002	346	12	6	18	22	24	46	13	16	29
3.	CUP12-00007	742	65	57	122	65	73	138	58	66	124
4.	CUP12-00008	693	32	31	63	34	31	65	23	21	44
5.	CUP14-00005	110	5	6	11	5	6	11	5	6	11
6.	CUP14-00014	286	4	2	6	12	13	25	12	13	25
7.	CUP07-00022	3,328	174	46	220	153	240	393	92	237	329
8.	CUP13-00031	615	61	13	74	16	60	76	16	61	77
9.	CUP14-00023	1,332	70	18	88	61	96	157	37	95	132
10.	CUP14-00032	110	7	2	9	3	11	14	3	7	10
11.	Del Amo Fashion Center	8,839	123	76	199	270	293	563	270	293	563
12.	Del Amo Senior Village	1,500	47	46	93	71	62	133	64	55	119
Cumulative Projects Trip Generation		**18,180**	**604**	**305**	**909**	**721**	**918**	**1,639**	**602**	**879**	**1,481**

[10] Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012). Average rates used. When available, PM peak hour trip rates of the generator were used for the Midday peak hour; when unavailable, PM peak hour trips were used for the Midday peak hour.

7.0 EXISTING CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impact of the proposed Project during the AM, Midday, and PM peak hours was evaluated based on analysis of operating conditions at the eleven (11) key intersections, without, then with, the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future delay/volume-to-capacity relationships and service level characteristics at each study intersection based on the ICU methodology and HCM methodology. The significance of the potential impacts of the Project at each key intersection was then evaluated using the traffic impact criteria defined in *Section 3.5* of this report. The existing conditions analysis, inclusive of a traffic signal warrant evaluation, establishes the basis for the future forecasts for the Project. The existing conditions analysis reflects existing traffic counts as well as existing lane configurations for all analyzed intersections.

7.1 Existing Conditions Intersection Capacity Analysis (ICU Methodology)

Table 7-1 summarizes the peak hour Level of Service results at the key signalized study intersections for existing traffic conditions, with and without the Project, based on the *Intersection Capacity Utilization (ICU)* Method of Analysis. The first column (1) of ICU/LOS values in *Table 7-1* presents a summary of Existing AM, Midday, and PM peak hour traffic conditions. The second column (2) in *Table 7-1* presents forecast Existing With Project traffic conditions. The third column (3) of *Table 7-1* shows the increase in ICU value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and significant impact criteria defined in this report. The fourth column (4) of *Table 7-1* presents the Level of Service with the implementation of planned and/or recommended improvements, if necessary.

7.1.1 *Existing Traffic Conditions (ICU Methodology)*

Review of column (1) of *Table 7-1* indicates that for Existing traffic conditions, one (1) signalized study intersection currently operates at an unacceptable level of service during the PM peak hour when compared to the LOS standards defined in this report. The remaining signalized intersections currently operate at acceptable levels of service during the AM, Midday, and PM peak hours. The intersection operating at an adverse LOS is:

	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
Key Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
9. Hawthorne Boulevard at Sepulveda Boulevard	--	--	--	--	0.960	E

7.2 Existing With Project Traffic Conditions (ICU Methodology)

Review of column (2) of *Table 7-1* indicates that for Existing With Project traffic conditions, one (1) signalized study intersection is forecast to continue to operate at an unacceptable level of service during PM peak hour, while the remaining study intersections are forecast to operate at acceptable levels of service during the AM, Midday, and PM peak hours. The intersection operating at an adverse LOS is:

	AM Peak Hour		**Midday Peak Hour**		**PM Peak Hour**	
Key Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
9. Hawthorne Boulevard at Sepulveda Boulevard	--	--	--	--	0.967	E

However, as shown in column (3) of *Table 7-1*, none of the key signalized study intersections will have a significant impact under the Existing With Project traffic condition when compared to the LOS criteria defined in this report. Since there are no significant impacts, no improvements are recommended.

Appendix C contains the ICU/LOS calculation worksheets for the Existing with Project Traffic Conditions (ICU Methodology).

TABLE 7-1

EXISTING WITH PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS (ICU METHODOLOGY)[11]

Key Intersection	Time Period	Control Type	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact[12]		(4) Existing With Project With Improvements	
			ICU	LOS	ICU	LOS	ICU Increase	Yes/No	ICU	LOS
1. Anza Avenue at Torrance Boulevard	AM	8∅ Traffic Signal	0.773	C	0.774	C	0.001	No	--	--
	MD		0.646	B	0.658	B	0.012	No	--	--
	PM		0.852	D	0.858	D	0.006	No	--	--
2. Anza Avenue at Carson Street	AM	8∅ Traffic Signal	0.833	D	0.842	D	0.009	No	--	--
	MD		0.581	A	0.612	B	0.031	No	--	--
	PM		0.760	C	0.785	C	0.025	No	--	--
3. Anza Avenue at Sepulveda Boulevard	AM	8∅ Traffic Signal	0.796	C	0.798	C	0.002	No	--	--
	MD		0.591	A	0.598	A	0.007	No	--	--
	PM		0.832	D	0.838	D	0.006	No	--	--
4. Village Court at Del Amo Circle	AM	One-Way Stop	--	--	--	--	--	--	--	--
	MD		--	--	--	--	--	--	--	--
	PM		--	--	--	--	--	--	--	--

Notes:

- ICU = Intersection Capacity Utilization
- LOS = Level of Service, please refer to *Table 3-1* for the LOS definitions
- **Bold ICU/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

11 *Appendix C* contains the ICU/LOS calculation worksheets for the signalized study intersections.

12 A Significant Impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection location where the final LOS is E or F.

TABLE 7-1 (CONTINUED)

EXISTING WITH PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS (ICU METHODOLOGY)[13]

Key Intersection	Time Period	Control Type	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact[14]		(4) Existing With Project With Improvements	
			ICU	LOS	ICU	LOS	ICU Increase	Yes/No	ICU	LOS
5. Del Amo Circle at Carson Street	AM	Two-Way Stop	--	--	--	--	--	--	--	--
	MD		--	--	--	--	--	--	--	--
	PM		--	--	--	--	--	--	--	--
6. Hawthorne Boulevard at Torrance Boulevard	AM	8∅ Traffic Signal	0.723	C	0.729	C	0.006	No	--	--
	MD		0.724	C	0.746	C	0.022	No	--	--
	PM		0.818	D	0.825	D	0.007	No	--	--
7. Hawthorne Boulevard at Del Amo Circle	AM	5∅ Traffic Signal	0.505	A	0.516	A	0.011	No	--	--
	MD		0.588	A	0.629	B	0.041	No	--	--
	PM		0.669	B	0.733	C	0.064	No	--	--
8. Hawthorne Boulevard at Carson Street	AM	8∅ Traffic Signal	0.715	C	0.721	C	0.006	No	--	--
	MD		0.757	C	0.779	C	0.022	No	--	--
	PM		0.863	D	0.884	D	0.021	No	--	--

Notes:

- ICU = Intersection Capacity Utilization
- LOS = Level of Service, please refer to *Table 3-1* for the LOS definitions
- **Bold ICU/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

13 *Appendix C* contains the ICU/LOS calculation worksheets for the signalized study intersections.

14 A Significant Impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection location where the final LOS is E or F.

TABLE 7-1 (CONTINUED)

EXISTING WITH PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS (ICU METHODOLOGY)[15]

Key Intersection	Time Period	Control Type	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact[16]		(4) Existing With Project With Improvements	
			ICU	LOS	ICU	LOS	ICU Increase	Yes/No	ICU	LOS
9. Hawthorne Boulevard at Sepulveda Boulevard	AM	8∅ Traffic Signal	0.853	D	0.857	D	0.004	No	--	--
	MD		0.843	D	0.858	D	0.015	No	--	--
	PM		**0.960**	**E**	**0.967**	**E**	0.007	No	--	--
10. Madrona Avenue at Torrance Boulevard	AM	8∅ Traffic Signal	0.708	C	0.711	C	0.003	No	--	--
	MD		0.640	B	0.648	B	0.008	No	--	--
	PM		0.792	C	0.800	C	0.008	No	--	--
11. Madrona Avenue at Carson Street	AM	8∅ Traffic Signal	0.575	A	0.576	A	0.001	No	--	--
	MD		0.501	A	0.504	A	0.003	No	--	--
	PM		0.678	B	0.681	B	0.003	No	--	--

Notes:

- ICU = Intersection Capacity Utilization
- LOS = Level of Service, please refer to *Table 3-1* for the LOS definitions
- **Bold ICU/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

15 *Appendix C* contains the ICU/LOS calculation worksheets for the signalized study intersections.

16 A Significant Impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection location where the final LOS is E or F.

7.3 Existing Conditions Intersection Capacity Analysis (HCM Methodology)

Table 7-2 summarizes the peak hour Level of Service results at the key study intersections for existing traffic conditions, with and without the Project, based on the *Highway Capacity Manual (HCM)* Method of Analysis. The first column (1) of Delay/LOS values in *Table 7-2* presents a summary of Existing AM, Midday, and PM peak hour traffic conditions. The second column (2) in *Table 7-2* presents forecast Existing With Project traffic conditions. The third column (3) of *Table 7-2* shows the increase in Delay value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the LOS standards and the significant impact criteria defined in this report. The fourth column (4) of *Table 7-2* presents the Level of Service with the implementation of planned and/or recommended improvements, if necessary.

7.3.1 *Existing Traffic Conditions (HCM Methodology)*

Review of column (1) of *Table 7-2* indicates that for Existing traffic conditions, all of the study intersections currently operate at acceptable levels of service during the AM, Midday, and PM peak hours.

7.3.2 *Existing With Project Traffic Conditions (HCM Methodology)*

Review of column (2) of *Table 7-2* indicates that for Existing With Project traffic conditions, all of the study intersections are forecast to operate at acceptable levels of service during the AM, Midday, and PM peak hours.

Review of column (3) of *Table 7-2* indicates that none of the eleven study intersections will have a significant impact under the Existing With Project traffic condition when compared to the LOS criteria defined in this report. Since there are no significant impacts, no improvements are recommended.

Appendix D contains the Delay/LOS calculation worksheets for the Existing Traffic Conditions (HCM Methodology).

TABLE 7-2

EXISTING WITH PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS (HCM METHODOLOGY) [17]

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact[18]		(4) Existing With Project With Improvements	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay Increase	Yes/No	Delay (s/v)	LOS
1. Anza Avenue at Torrance Boulevard	AM	32.9	C	32.9	C	0.0	No	--	--
	MD	29.1	C	29.3	C	0.2	No	--	--
	PM	37.2	D	37.6	D	0.4	No	--	--
2. Anza Avenue at Carson Street	AM	34.0	C	34.5	C	0.5	No	--	--
	MD	28.6	C	30.0	C	1.4	No	--	--
	PM	35.9	D	37.3	D	1.4	No	--	--
3. Anza Avenue at Sepulveda Boulevard	AM	34.6	C	34.0	C	-0.6	No	--	--
	MD	29.9	C	30.0	C	0.1	No	--	--
	PM	35.6	D	35.8	D	0.2	No	--	--
4. Village Court at Del Amo Circle	AM	9.6	A	9.6	A	0.0	No	--	--
	MD	9.4	A	9.4	A	0.0	No	--	--
	PM	9.7	A	9.7	A	0.0	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[17] *Appendix D* contains the Delay/LOS calculation worksheets for all signalized and unsignalized study intersections.

[18] For signalized intersections, a Significant Impact is defined as a 2% or greater increase in delay value of an intersection location where the final LOS is E or F.
An unsignalized intersection impact is considered to be significant if the project causes an intersection at LOS D or better to degrade to LOS E or F, and the traffic signal warrant analysis determines that a signal is justified.

TABLE 7-2 (CONTINUED)

EXISTING WITH PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS (HCM METHODOLOGY) [19]

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact[20]		(4) Existing With Project With Improvements	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay Increase	Yes/No	Delay (s/v)	LOS
5. Del Amo Circle at Carson Street	AM	16.5	C	16.9	C	0.4	No	--	--
	MD	14.6	B	16.0	C	1.4	No	--	--
	PM	22.2	C	25.4	D	3.2	No	--	--
6. Hawthorne Boulevard at Torrance Boulevard	AM	33.9	C	34.0	C	0.1	No	--	--
	MD	36.8	D	37.2	D	0.4	No	--	--
	PM	38.1	D	38.6	D	0.5	No	--	--
7. Hawthorne Boulevard at Del Amo Circle	AM	14.0	B	14.2	B	0.2	No	--	--
	MD	16.6	B	18.1	B	1.5	No	--	--
	PM	19.3	B	18.9	B	-0.4	No	--	--
8. Hawthorne Boulevard at Carson Street	AM	27.0	C	27.7	C	0.7	No	--	--
	MD	34.0	C	35.9	D	1.9	No	--	--
	PM	36.6	D	38.2	D	1.6	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[19] *Appendix D* contains the Delay/LOS calculation worksheets for all signalized and unsignalized study intersections.

[20] For signalized intersections, a Significant Impact is defined as a 2% or greater increase in delay value of an intersection location where the final LOS is E or F.

An unsignalized intersection impact is considered to be significant if the project causes an intersection at LOS D or better to degrade to LOS E or F, and the traffic signal warrant analysis determines that a signal is justified.

TABLE 7-2 (CONTINUED)

EXISTING WITH PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS (HCM METHODOLOGY) [21]

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Significant Impact[22]		(4) Existing With Project With Improvements	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay Increase	Yes/No	Delay (s/v)	LOS
9. Hawthorne Boulevard at Sepulveda Boulevard	AM	36.0	D	36.0	D	0.0	No	--	--
	MD	38.7	D	39.3	D	0.6	No	--	--
	PM	42.8	D	43.4	D	0.6	No	--	--
10. Madrona Avenue at Torrance Boulevard	AM	35.8	D	35.8	D	0.0	No	--	--
	MD	34.2	C	34.3	C	0.1	No	--	--
	PM	38.4	D	38.6	D	0.2	No	--	--
11. Madrona Avenue at Carson Street	AM	28.6	C	28.6	C	0.0	No	--	--
	MD	31.8	C	31.7	C	-0.1	No	--	--
	PM	32.4	C	32.4	C	0.0	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[21] *Appendix D* contains the Delay/LOS calculation worksheets for all signalized and unsignalized study intersections.

[22] For signalized intersections, a Significant Impact is defined as a 2% or greater increase in delay value of an intersection location where the final LOS is E or F.

An unsignalized intersection impact is considered to be significant if the project causes an intersection at LOS D or better to degrade to LOS E or F, and the traffic signal warrant analysis determines that a signal is justified.

8.0 YEAR 2018 CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impacts of the added Project traffic volumes generated by proposed Project during the AM, Midday, and PM peak hour traffic conditions were evaluated based on analysis of future Year 2018 operating conditions at the eleven (11) key study intersections, with and without the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future Delay/ICU relationships and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the traffic impact criteria mentioned in this report.

8.1 Year 2018 Conditions Intersection Capacity Analysis (ICU Methodology)

Table 8-1 summarizes the AM, Midday, and PM peak hour Level of Service results at the key signalized study intersections for Year 2018 traffic conditions, based on the *Intersection Capacity Utilization (ICU)* Method of Analysis. The first column (1) of ICU/LOS values in *Table 8-1* presents a summary of existing AM, Midday, and PM peak hour traffic conditions (which were also presented in *Table 7-1*). The second column (2) presents forecast Year 2018 Without Project traffic conditions and the third column (3) identifies forecast Year 2018 With Project traffic conditions. The fourth column (4) shows the increase in ICU value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of planned and/or recommended traffic improvements, if needed, to achieve an acceptable level of service.

8.1.1 *Year 2018 Without Project Traffic Conditions (ICU Methodology)*

Review of column (2) of *Table 8-1* indicates that for Year 2018 Without Project traffic conditions, four (4) signalized study intersections are cumulatively impacted and are forecast to operate at unacceptable levels of service during the AM, Midday, and/or PM peak hours when compared to the LOS standards defined in this report. The remaining study intersections are forecast to operate at acceptable levels of service during the AM, Midday, and PM peak hours. The intersections operating at an adverse LOS are:

	AM Peak Hour		**Midday Peak Hour**		**PM Peak Hour**	
Key Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
1. Anza Avenue at Torrance Boulevard	--	--	--	--	0.904	E
6. Hawthorne Boulevard at Torrance Boulevard	--	--	--	--	0.952	E
8. Hawthorne Boulevard at Carson Street	--	--	--	--	0.962	E
9. Hawthorne Boulevard at Sepulveda Boulevard	0.902	E	0.913	E	1.014	F

8.1.2 *Year 2018 With Project Traffic Conditions (ICU Methodology)*

Review of column (3) of *Table 8-1* indicates that for Year 2018 With Project traffic conditions, four (4) signalized study intersections are cumulatively impacted by Project traffic and are forecast to operate at unacceptable levels of service during the AM, Midday, and/or PM peak hours when compared to the LOS standards defined in this report. The remaining study intersections are forecast to operate at acceptable levels of service during the AM, Midday, and PM peak hours. The intersections operating at an adverse LOS are:

	AM Peak Hour		**Midday Peak Hour**		**PM Peak Hour**	
Key Intersection	**ICU**	**LOS**	**ICU**	**LOS**	**ICU**	**LOS**
1. Anza Avenue at Torrance Boulevard	--	--	--	--	0.910	E
6. Hawthorne Boulevard at Torrance Boulevard	--	--	--	--	0.969	E
8. Hawthorne Boulevard at Carson Street	--	--	--	--	0.984	E
9. Hawthorne Boulevard at Sepulveda Boulevard	0.906	E	0.928	E	1.021	F

Review of column (4) of *Table 8-1* indicates that one (1) of the eleven key study intersections will have significant impacts under the Year 2018 With Project traffic condition when compared to the LOS criteria defined in this report.

However, as shown in Column (5) of *Table 8-1*, the implementation of the planned intersection improvements at Hawthorne Boulevard and Carson Street by the City of Torrance will offset cumulative traffic impacts and/or return the operating condition of the intersection to acceptable levels of service.

Although the intersections of Anza Avenue at Torrance Boulevard, Hawthorne Boulevard at Torrance Boulevard, and Hawthorne Boulevard at Sepulveda Boulevard are forecast to operate at unacceptable levels of service in the Midday and/or PM peak hours with the addition of project traffic, the proposed Project is expected to add less than 0.020 to the ICU value. The remaining key study intersections are projected to operate at acceptable service levels during the AM, Midday, and PM peak commute hours.

Appendix E contains the ICU/LOS calculation worksheets for the Year 2018 Traffic Conditions (ICU Methodology).

TABLE 8-1

YEAR 2018 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY (ICU METHODOLOGY)[23]

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2018 Without Project Traffic Conditions		(3) Year 2018 With Project Traffic Conditions		(4) Significant Impact[24]		(5) Year 2018 With Project With Improvements	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU Increase	Yes/No	ICU	LOS
1. Anza Avenue at Torrance Boulevard	AM	0.773	C	0.823	D	0.824	D	0.001	No	--	--
	MD	0.646	B	0.699	B	0.702	C	0.003	No	--	--
	PM	0.852	D	**0.904**	**E**	**0.910**	**E**	0.006	No	--	--
2. Anza Avenue at Carson Street	AM	0.833	D	0.781[25]	C	0.788[25]	C	0.007	No	--	--
	MD	0.581	A	0.563[25]	A	0.588[25]	A	0.025	No	--	--
	PM	0.760	C	0.750[25]	C	0.770[25]	C	0.020	No	--	--
3. Anza Avenue at Sepulveda Boulevard	AM	0.796	C	0.822	D	0.823	D	0.001	No	--	--
	MD	0.591	A	0.628	B	0.635	B	0.007	No	--	--
	PM	0.832	D	0.860	D	0.879	D	0.019	No	--	--
4. Village Court at Del Amo Circle	AM	--	--	--	--	--	--	--	--	--	--
	MD	--	--	--	--	--	--	--	--	--	--
	PM	--	--	--	--	--	--	--	--	--	--

Notes:

- ICU = Intersection Capacity Utilization
- LOS = Level of Service, please refer to *Table 3-1* for the LOS definitions
- **Bold ICU/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[23] *Appendix E* contains the ICU/LOS calculation worksheets for the signalized study intersections.

[24] A Significant Impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection location where the final LOS is E or F.

[25] Anza Avenue at Carson Street includes a circulation enhancement to be implemented by the Del Amo Senior Village project (i.e. restripe to install northbound right-turn lane on Anza).

TABLE 8-1 (CONTINUED)

YEAR 2018 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY (ICU METHODOLOGY)[27]

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2018 Without Project Traffic Conditions		(3) Year 2018 With Project Traffic Conditions		(4) Significant Impact[28]		(5) Year 2018 With Project With Improvements	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU Increase	Yes/No	ICU	LOS
5. Del Amo Circle at Carson Street	AM	--	--	--	--	--	--	--	--	--	--
	MD	--	--	--	--	--	--	--	--	--	--
	PM	--	--	--	--	--	--	--	--	--	--
6. Hawthorne Boulevard at Torrance Boulevard	AM	0.723	C	0.769	C	0.772	C	0.003	No	--	--
	MD	0.724	C	0.878	D	0.900	D	0.022	No	--	--
	PM	0.818	D	**0.952**	**E**	**0.969**	**E**	0.017	No	--	--
7. Hawthorne Boulevard at Del Amo Circle	AM	0.505	A	0.543	A	0.554	A	0.011	No	--	--
	MD	0.588	A	0.645	B	0.687	B	0.042	No	--	--
	PM	0.669	B	0.727	C	0.790	C	0.063	No	--	--
8. Hawthorne Boulevard at Carson Street	AM	0.715	C	0.774	C	0.779	C	0.005	No	0.690	B
	MD	0.757	C	0.857	D	0.888	D	0.031	No	0.801	D
	PM	0.863	D	**0.962**	**E**	**0.984**	**E**	**0.022**	**Yes**	0.873	D

Notes:

- ICU = Intersection Capacity Utilization
- LOS = Level of Service, please refer to *Table 3-1* for the LOS definitions
- **Bold ICU/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[27] *Appendix E* contains the ICU/LOS calculation worksheets for the signalized study intersections.

[28] A Significant Impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection location where the final LOS is E or F.

TABLE 8-1 (CONTINUED)

YEAR 2018 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY (ICU METHODOLOGY)[29]

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2018 Without Project Traffic Conditions		(3) Year 2018 With Project Traffic Conditions		(4) Significant Impact[30]		(5) Year 2018 With Project With Improvements	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU Increase	Yes/No	ICU	LOS
9. Hawthorne Boulevard at Sepulveda Boulevard	AM	0.853	D	**0.902**	**E**	**0.906**	**E**	0.004	No	--	--
	MD	0.843	D	**0.913**	**E**	**0.928**	**E**	0.015	No	--	--
	PM	**0.960**	**E**	**1.014**	**F**	**1.021**	**F**	0.007	No	--	--
10. Madrona Avenue at Torrance Boulevard	AM	0.708	C	0.747	C	0.749	C	0.002	No	--	--
	MD	0.640	B	0.694	B	0.702	C	0.008	No	--	--
	PM	0.792	C	0.857	D	0.865	D	0.008	No	--	--
11. Madrona Avenue at Carson Street	AM	0.575	A	0.596	A	0.597	A	0.001	No	--	--
	MD	0.501	A	0.540	A	0.543	A	0.003	No	--	--
	PM	0.678	B	0.722	C	0.724	C	0.002	No	--	--

Notes:

- ICU = Intersection Capacity Utilization
- LOS = Level of Service, please refer to *Table 3-1* for the LOS definitions
- **Bold ICU/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[29] *Appendix E* contains the ICU/LOS calculation worksheets for the signalized study intersections.

[30] A Significant Impact is defined as a 0.02 or greater increase in ICU value of a signalized intersection location where the final LOS is E or F.

8.2 Year 2018 Conditions Intersection Capacity Analysis (HCM Methodology)

Table 8-2 summarizes the AM, Midday, and PM peak hour Level of Service results at the key study intersections for Year 2018 traffic conditions, based on the *Highway Capacity Manual (HCM)* Method of Analysis. The first column (1) of Delay/LOS values in *Table 8-2* presents a summary of existing AM, Midday and PM peak hour traffic conditions (which were also presented in *Table 7-2*). The second column (2) presents forecast Year 2018 Without Project traffic conditions and the third column (3) identifies forecast Year 2018 With Project traffic conditions. The fourth column (4) shows the increase in Delay value due to the added peak hour Project trips and indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of planned and/or recommended traffic improvements, where needed, to achieve an acceptable level of service.

8.2.1 *Year 2018 Without Project Traffic Conditions (HCM Methodology)*

Review of column (2) of *Table 8-2* indicates that for Year 2018 Without Project traffic conditions, all of the study intersections are forecast to operate at acceptable levels of service during the AM, Midday, and PM peak hours.

8.2.2 *Year 2018 With Project Traffic Conditions (HCM Methodology)*

Review of column (3) of *Table 8-2* indicates that for Year 2018 With Project traffic conditions, all of the study intersections are forecast to operate at acceptable levels of service during the AM, Midday, and PM peak hours.

Review of column (4) of *Table 8-2* indicates that none of the eleven key study intersections will have significant impact under the Year 2018 With Project traffic condition when compared to the LOS criteria defined in this report. Since there are no significant impacts, no improvements are recommended.

Appendix F contains the Delay/LOS calculation worksheets for Year 2018 Traffic Conditions (HCM Methodology).

TABLE 8-2

YEAR 2018 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY (HCM METHODOLOGY) [31]

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2018 Without Project Traffic Conditions		(3) Year 2018 With Project Traffic Conditions		(4) Significant Impact[32]		(5) Year 2018 With Project With Improvements	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay Increase	Yes/No	Delay (s/v)	LOS
1. Anza Avenue at Torrance Boulevard	AM	32.9	C	34.7	C	34.8	C	0.1	No	--	--
	MD	29.1	C	31.2	C	31.4	C	0.2	No	--	--
	PM	37.2	D	40.7	D	41.2	D	0.5	No	--	--
2. Anza Avenue at Carson Street	AM	34.0	C	31.1[33]	C	31.4[33]	C	0.3	No	--	--
	MD	28.6	C	27.7[33]	C	29.2[33]	C	1.5	No	--	--
	PM	35.9	D	35.3[33]	D	36.3[33]	D	1.0	No	--	--
3. Anza Avenue at Sepulveda Boulevard	AM	34.6	C	35.1	D	35.2	D	0.1	No	--	--
	MD	29.9	C	30.8	C	30.9	C	0.1	No	--	--
	PM	35.6	D	38.0	D	38.3	D	0.3	No	--	--
4. Village Court at Del Amo Circle	AM	9.6	A	8.1[34]	A	8.1[34]	A	0.0	No	--	--
	MD	9.4	A	8.1[34]	A	8.1[34]	A	0.0	No	--	--
	PM	9.7	A	8.5[34]	A	8.5[34]	A	0.0	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

[31] *Appendix F* contains the Delay/LOS calculation worksheets for all signalized and unsignalized study intersections.

[32] For signalized intersections, a Significant Impact is defined as a 2% or greater increase in delay value of an intersection location where the final LOS is E or F.

An unsignalized intersection impact is considered to be significant if the project causes an intersection at LOS D or better to degrade to LOS E or F, and the traffic signal warrant analysis determines that a signal is justified.

[33] Anza Avenue at Carson Street includes a circulation enhancement to be implemented by the Del Amo Senior Village project (restripe to install a northbound right-turn lane on Anza).

[34] As a circulation enhancement to be implemented by the Project, Village Court/Del Amo is proposed to be an all-way stop.

TABLE 8-2 (CONTINUED)

YEAR 2018 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY (HCM METHODOLOGY) [35]

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2018 Without Project Traffic Conditions		(3) Year 2018 With Project Traffic Conditions		(4) Significant Impact[36]		(5) Year 2018 With Project With Improvements	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay Increase	Yes/No	Delay (s/v)	LOS
5. Del Amo Circle at Carson Street	AM	16.5	C	17.5	C	17.9	C	0.4	No	--	--
	MD	14.6	B	15.5	C	17.2	C	1.7	No	--	--
	PM	22.2	C	25.1	D	29.0	D	3.9	No	--	--
6. Hawthorne Boulevard at Torrance Boulevard	AM	33.9	C	35.6	D	35.8	D	0.2	No	--	--
	MD	36.8	D	40.7	D	41.6	D	0.9	No	--	--
	PM	38.1	D	44.0	D	45.0	D	1.0	No	--	--
7. Hawthorne Boulevard at Del Amo Circle	AM	14.0	B	14.3	B	14.5	B	0.2	No	--	--
	MD	16.6	B	16.9	B	18.6	B	1.7	No	--	--
	PM	19.3	B	17.0	B	19.4	B	2.4	No	--	--
8. Hawthorne Boulevard at Carson Street	AM	27.0	C	29.1	C	29.9	C	0.8	No	31.1[37]	C
	MD	34.0	C	39.8	D	42.2	D	2.4	No	39.1[37]	D
	PM	36.6	D	44.1	D	46.5	D	2.4	No	41.4[37]	D

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

35 *Appendix F* contains the Delay/LOS calculation worksheets for all signalized and unsignalized study intersections.

36 For signalized intersections, a Significant Impact is defined as a 2% or greater increase in delay value of an intersection location where the final LOS is E or F.
An unsignalized intersection impact is considered to be significant if the project causes an intersection at LOS D or better to degrade to LOS E or F, and the traffic signal warrant analysis determines that a signal is justified.

37 Represents anticipated LOS with implementation of improvements recommended to offset cumulative traffic impacts based on the ICU method of analysis.

TABLE 8-2 (CONTINUED)

YEAR 2018 CONDITIONS PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY (HCM METHODOLOGY) [38]

Key Intersection	Time Period	(1) Existing Traffic Conditions		(2) Year 2018 Without Project Traffic Conditions		(3) Year 2018 With Project Traffic Conditions		(4) Significant Impact[39]		(5) Year 2018 With Project With Improvements	
		Delay (s/v)	LOS	Delay (s/v)	LOS	Delay (s/v)	LOS	Delay Increase	Yes/No	Delay (s/v)	LOS
9. Hawthorne Boulevard at Sepulveda Boulevard	AM	36.0	D	38.0	D	38.2	D	0.2	No	--	--
	MD	38.7	D	42.5	D	43.6	D	1.1	No	--	--
	PM	42.8	D	47.8	D	48.6	D	0.8	No	--	--
10. Madrona Avenue at Torrance Boulevard	AM	35.8	D	36.9	D	37.0	D	0.1	No	--	--
	MD	34.2	C	35.7	D	35.8	D	0.1	No	--	--
	PM	38.4	D	40.6	D	40.8	D	0.2	No	--	--
11. Madrona Avenue at Carson Street	AM	28.6	C	29.2	C	29.2	C	0.0	No	--	--
	MD	31.8	C	32.9	C	32.9	C	0.0	No	--	--
	PM	32.4	C	34.6	C	34.6	C	0.0	No	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

38 *Appendix F* contains the Delay/LOS calculation worksheets for all signalized and unsignalized study intersections.

39 For signalized intersections, a Significant Impact is defined as a 2% or greater increase in delay value of an intersection location where the final LOS is E or F.
An unsignalized intersection impact is considered to be significant if the project causes an intersection at LOS D or better to degrade to LOS E or F, and the traffic signal warrant analysis determines that a signal is justified.

9.0 AREA-WIDE TRAFFIC IMPROVEMENTS

For those intersections where projected traffic volumes are expected to result in significant impacts, this report recommends traffic improvements that change the intersection geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure roadways to specific approaches of a key intersection. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and cumulative projects) traffic, and
- Improve Levels of Service as to mitigate the impact.

9.1 Existing Plus Project Traffic Conditions with Improvements

9.1.1 *ICU Methodology*

The results of the Existing With Project traffic conditions level of service analyses indicates that the proposed Project will not significantly impact any of the key signalized study intersections based on the *Intersection Capacity Utilization (ICU)* Method of Analysis. As there are no significant impacts, no traffic improvements are required or recommended for the intersections, inclusive of the study intersections along project frontage at Hawthorne Boulevard/Del Amo Circle and Hawthorne Boulevard/Carson Street.

9.1.2 *HCM Methodology*

The results of the Existing With Project traffic conditions level of service analyses indicates that the proposed Project will not significantly impact any of the key study intersections based on the *Highway Capacity Manual (HCM)* Method of Analysis. As there are no significant impacts, no traffic improvements are required or recommended for the intersections, inclusive of the study intersections along project frontage at Hawthorne Boulevard/Del Amo Circle and Hawthorne Boulevard/Carson Street.

9.2 Year 2018 Cumulative Plus Project Traffic Conditions with Improvements

9.2.1 *ICU Methodology*

The results of the Year 2018 With Project traffic conditions level of service analyses indicates that the proposed Project, in combination with related projects traffic, will cumulative impact one (1) of the key signalized study intersections based on the *Intersection Capacity Utilization (ICU)* Method of Analysis. The improvements listed below, which are consistent with those planned by the City[40], have been identified to offset the cumulative Project traffic impacts at the following intersection:

- Hawthorne Boulevard at Carson Street: Widen the west side of Hawthorne Boulevard to provide a third southbound left-turn lane; widen along the south side of Carson Street to provide a third eastbound through lane. Modify existing signing and striping as necessary, and modify existing traffic signal, to include a westbound right-turn overlap phase; prohibit southbound "U-turn" movements.

Figure 9-1 graphically illustrates the planned traffic improvements at the impacted study intersections for the Year 2018 With Project conditions.

Figure 9-2 present the conceptual improvement plan for the intersections of Hawthorne Boulevard at Carson Street that illustrates the widening necessary to implement the planned improvements, as prepared by RBF in June 2008. A review of the concept plan indicates that widening and right-of-way dedication along the Del Amo Financial Center project frontage on Hawthorne Boulevard, between Del Amo Circle and Carson Street would be necessary to implement this improvement.

As there are no significant impacts at the remaining study intersections, no other traffic mitigation measures are required or recommended.

9.2.2 *HCM Methodology*

The results of the Year 2018 With Project traffic conditions level of service analyses indicates that the proposed Project will not significantly impact any of the key study intersections based on the *Highway Capacity Manual (HCM)* Method of Analysis. As there are no significant impacts, no traffic improvements required or recommended for the intersections, inclusive of the study intersections along project frontage at Hawthorne Boulevard/Del Amo Circle and Hawthorne Boulevard/Carson Street.

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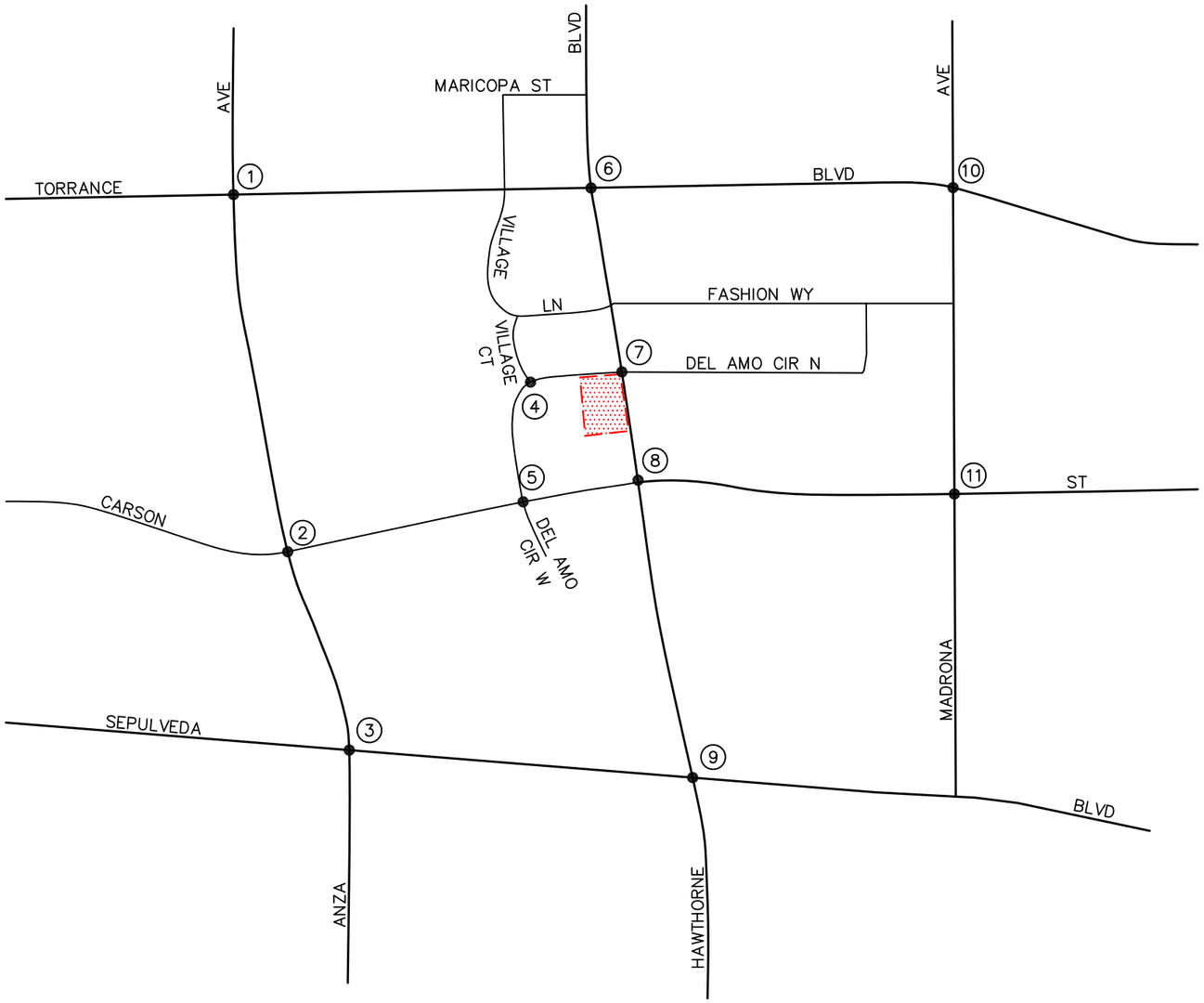
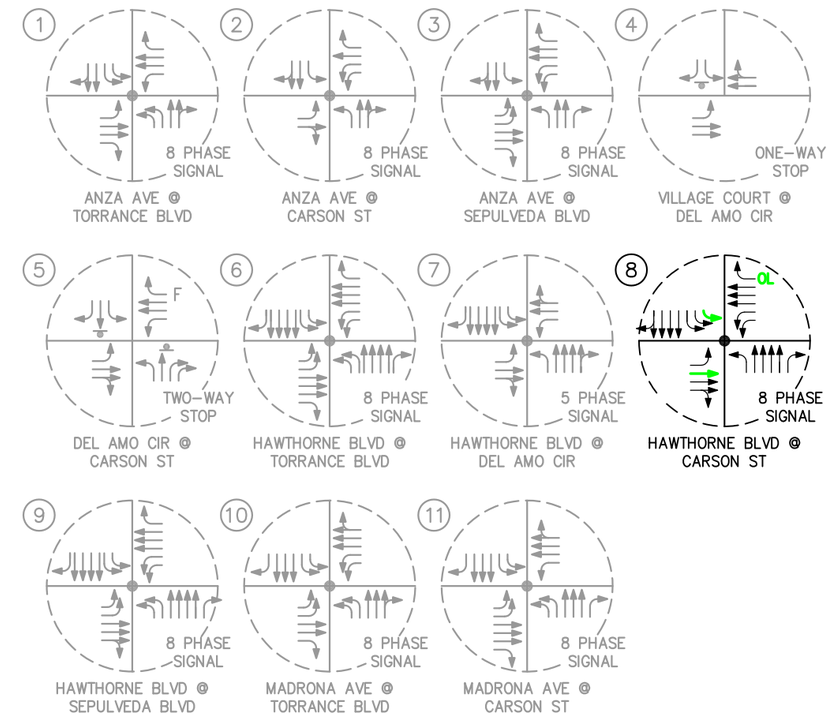
[40] Source: *Citywide Traffic Analysis – City of Torrance, prepared by RBF Consulting, dated June 3, 2008.* Conceptual Intersection Improvement Plan prepared by RBF graphically illustrates the widening necessary to implement the planned intersection improvements for Hawthorne Blvd at Carson St.





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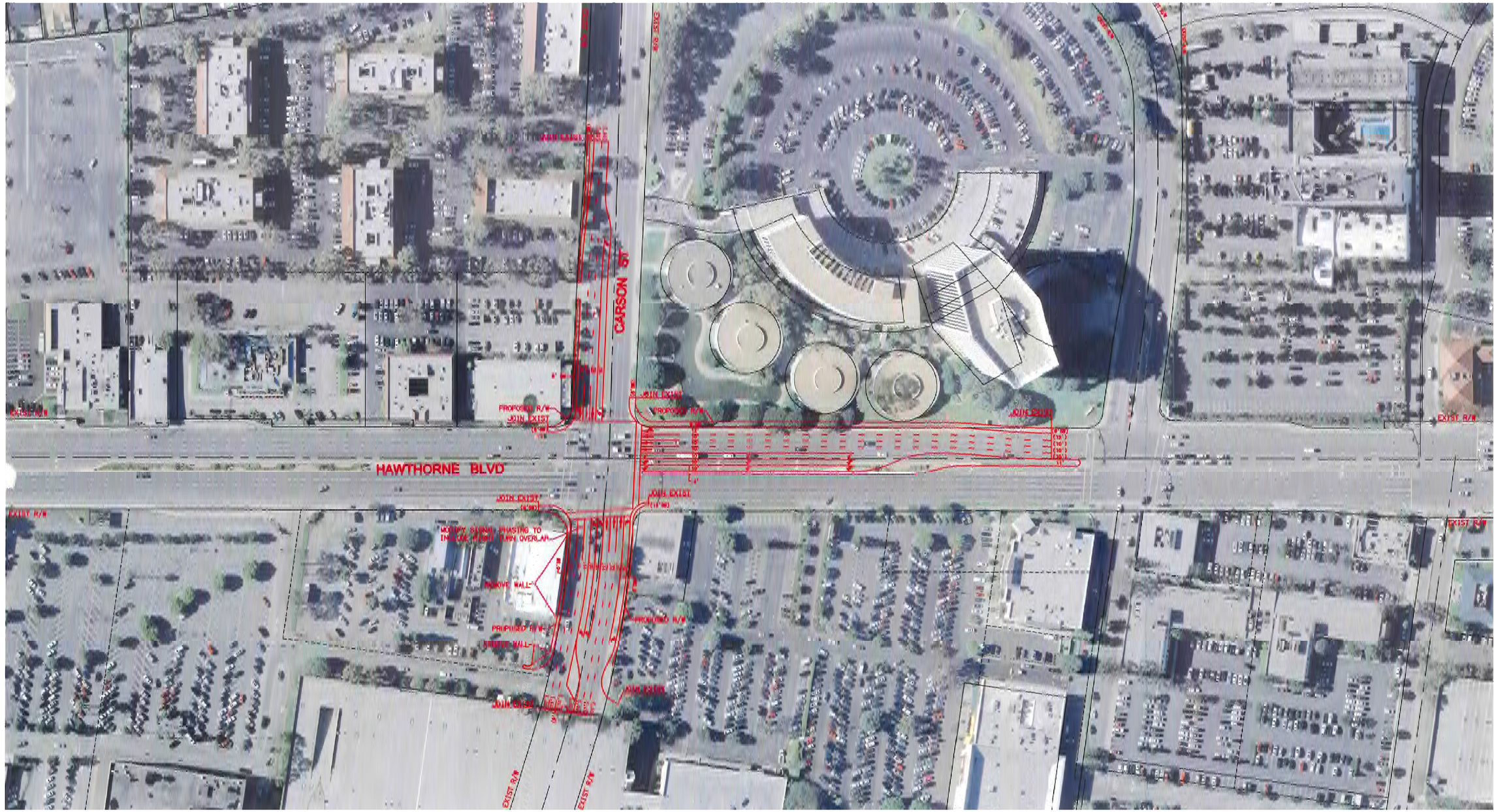
KEY

= APPROACH LANE ASSIGNMENT
= YEAR 2017 WITH PROJECT RECOMMENDED IMPROVEMENTS (CONSISTENT WITH CITY PLANNED IMPROVEMENTS)
= TRAFFIC SIGNAL, = STOP SIGN
F = FREE-RIGHT
= PROJECT SITE

FIGURE 9-1

YEAR 2018 WITH PROJECT RECOMMENDED IMPROVEMENTS
DEL AMO FINANCIAL PROJECT, TORRANCE



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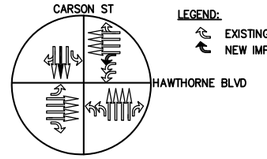
MITIGATIONS:
SB – ADD LEFT TURN
EB – ADD THRU LANE
WB – MODIFY SIGNAL PHASING TO INCLUDE RIGHT TURN OVERLAP



LEGEND:
EXISTING LANE
NEW IMPROVEMENT

SOURCE: RBF CONSULTING

FIGURE 9–2

CONCEPTUAL IMPROVEMENT PLAN
HAWTHORNE BLVD AT CARSON ST
DEL AMO FINANCIAL PROJECT, TORRANCE

9.3 City of Torrance Development Impact Fee (DIF) Program

On October 31, 2005, the Torrance City Council approved and adopted a Development Impact Fee (DIF) Program. Pursuant to the requirements of the City of Torrance, Development Impact Fees will be required of the Project. The DIF is applied to pay a portion of the costs identified for public facilities, including transportation-related improvements, as well as underground of utilities, sewer, and storm drain improvements, and Police and Fire facilities. The Development Impact Fee is based on the size of all new developments and is a one-time cost other than a tax or special assessment according information published by the City of Torrance Community Development Department.

Review of ***Table 9-1*** indicates that effective July 1, 2015, the City's DIF rate for industrial uses ranges from a low of $1,226.48 per 1000 SF for Industrial/Light uses to a high of $1,778.22 per 1000 SF for Industrial/Business Park. For Commercial Center and Commercial / General land uses, the City's DIF rate totals $1,720.80 per 1000 SF and $5,276.79 per 1000 SF, respectively.

Hence, the Project's payment of the City's DIF would "offset" the Project's cumulative traffic impact at the impacted intersection (i.e. Hawthorne Boulevard at Carson Street).

Subject to confirmation by City staff, the proposed Project's DIF (i.e. 45,000 SF health club and 12,000 SF of restaurant space) would total $98,086.60. According to City, the project site has a Commercial Center designation. The precise fee will be determined upon issuance of Project building permits by the City of Torrance Community Development Department.

TABLE 9-1

CITY OF TORRANCE DEVELOPMENT IMPACT FEE RATES

Type of Development	City Fee / Rate ($ per 1000 SF) [41]
▪ Commercial / General	$5,276.79
▪ Commercial Center	$1,720.80
▪ Industrial / Light	$1,226.48
▪ Industrial / Heavy	$1,391.15
▪ Industrial / Business Park	$1,778.22

[41] Source: City of Torrance, effective July 1, 2015

10.0 SITE ACCESS AND INTERNAL CIRCULATION EVALUATION

10.1 Site Access

Access to the Project site is provided via two (2) driveways located along Del Amo Circle which will allow for "left-in only and right-in/right-out only" movements (the existing median will be modified such that outbound left-turn movements will be prohibited per the requirements of the City) and one full-access driveway located along Carson Street. With implementation of a wayfinding signage plan to be prepared as a part of the Project, primary access to the proposed health/fitness club will provided via Project Driveway 1 (westerly driveway), whereas access to the proposed restaurant will be provided primarily via Project Driveway 2 (easterly driveway) on Del Amo Circle. Access to the existing office buildings as well as the medical office building will continue to be provided from Carson Street as well as driveways on Del Amo Circle.

Table 10-1 summarizes the levels of service at the primary project access points located along Del Amo Circle and Carson Street for Year 2018 With Project traffic conditions based on the HCM Methodology. The level of service results at the project driveways assumes full occupancy of all existing buildings on-site, plus the proposed Project. Review of *Table 10-1* indicates that all of the Project driveways are forecast to operate at acceptable levels of service in the Year 2018 during the AM, Midday, and PM peak hours.

Appendix G contains the Delay/LOS calculation worksheets for the Project driveways.

10.2 Queuing Analysis along Del Amo Circle

To confirm the adequacy of storage within the westbound left-turn lanes at Project Driveway 1 and Project Driveway 2 on Del Amo Circle, a queuing evaluation was conducted based on Year 2018 Plus Project peak hour traffic volumes, assuming full occupancy of the existing buildings as well as the proposed Project, and the Highway Capacity Manual (HCM) unsignalized methodology.

<u>Driveway 1 at Del Amo Circle</u>: Based on the HCM service level calculation, which calculates the critical (95th percentile) queue value in number of vehicles, the AM, Midday, and PM peak hour queue length is not more than one (1) vehicle for the westbound (inbound) left-turn movement at Driveway 1. Review of the current conditions indicates that Driveway 1 provides one westbound left-turn lane with 150-feet of storage that is sufficient enough to accommodate between six (6) and seven (7) vehicles. Hence, maintaining left-turn access at this driveway will not impact traffic flow on Del Amo Circle.

<u>Driveway 2 at Del Amo Circle</u>: The AM, Midday and PM peak hour queue length is not more than one (1) vehicle for the westbound (inbound) left-turn movement at Driveway 2. Review of the proposed conditions indicates that Driveway 2 provides one westbound left-turn lane with 90-feet of storage with a 60-foot transition that is sufficient enough to accommodate up to four (4) vehicles. Hence, maintaining left-turn access at this driveway will not impact traffic flow on Del Amo Circle and more importantly, vehicles will not queue back to Hawthorne Boulevard. To minimize congestion at this location, it is recommended that "Keep Clear" pavement markings be installed on Del Amo Circle for eastbound traffic such that the site access driveway is kept free and clear of vehicles.

10.3 Internal Circulation Evaluation

The internal circulation was evaluated in terms of vehicle-pedestrian conflicts. Based on our review of the proposed site plan, the overall layout does not create any unsafe vehicle-pedestrian conflict points. Project traffic is not anticipated to cause significant queuing/stacking on the Project driveways.

10.4 Sight Distance Evaluation

This assessment is based on the intersection sight distance requirements of the State of California Department of Transportation (Caltrans) as published in the State's *Highway Design Manual (HDM)*, and focuses on the sight distance requirements for the Project driveways on Del Amo Circle North. The Sight Distance Evaluation prepared for the project driveways located along Del Amo Circle North was based on the criteria and procedures set forth by the California Department of Transportation (Caltrans) in the State's Highway Design Manual for "Private Road Intersections".

The Highway Design Manual (HDM), in Section 405.1(2)(c), page 400-22, indicates that for Private Road Intersections, "The minimum corner sight distance shall be equal to the stopping sight distance as given in Table 201.1...", where stopping sight distance is defined as the distance required by the driver of a vehicle, traveling at a given speed, to bring his vehicle to a stop after an object on the road becomes visible. Stopping sight distance is measured from the driver's eyes, which are assumed to be 3.5 feet above the pavement surface, to an object 0.5-foot high on the roadway.

The speed used in determining stopping sight distance is defined as the "critical speed" or 85th percentile speed which is the speed at which 85% of the vehicles are traveling at or less. The critical speed is the single most important factor in determining stopping sight distance. Table 201.1 in the HDM is used in determining stopping sight distance based on the critical speed of vehicles on the affected roadway.

For this analysis, a design speed of 30 miles per hour (mph) for Del Amo Circle North was utilized. Using Table 201.1, titled *Sight Distance Standards*, in the State's Highway Design Manual for stopping, a minimum stopping sight distance of 200 feet applies based on the critical speed of 30 mph.

Figure 10-1 illustrates a schematic of the sight distance evaluation for the two project driveways along Del Amo Circle North. This exhibit illustrates the limited use areas. As shown, a motorist's sight distance may be obstructed by landscapes and/or hardscapes along Del Amo Circle North. Review of this figure indicates that sight distances at Project Driveway 2 on Del Amo Circle North is expected to be adequate if obstructions within the sight triangles are minimized.

However, *Figure 10-1* show that sight distances for Driveway 1 along Del Amo Circle North could be inadequate due to the location of the Driveway 1 along the south side of this roadway and the horizontal alignment/curvature of Del Amo Circle North. Existing landscaping along the south side

of this roadway combined with the roadway alignment of Del Amo Circle North, may limit the visibility of vehicles exiting this project driveway.

Hence, to provide adequate sight distance at the project driveway, in particular Driveway 1, landscaping and/or hardscape on west side of these two project driveways should be designed such that a driver's clear line of sight is not obstructed. It is recommended that all plants and shrubs within the limited use area be of the type that will grow no higher than 30-inches above the curb, especially in the limited use area to the west of Driveway 1 and Driveway 2. In addition, the maximum tree size and minimum tree spacing in the limited use area shall be 24-inch caliper tree trunks (maximum size at maturity) spaced at 40-feet on center. In addition, it is recommended that "All-Way Stop Control" installed at Del Amo Circle North to improve sight lines at Driveway 1, and left-turn egress from Driveway 1 be prohibited (outbound turning movements from Driveway 1 should be limited to "right-turn only" movements). As discussed with City staff, the installation of "All-Way Stop Control" Del Amo Circle North and Village Court will also allow for the installation of a crosswalk to provide for the pedestrian connectively between the project site and the residential and commercial development located along Village Court.

10.5 Del Amo Circle North Conceptual Improvement Plan

Figure 10-2 illustrates the proposed circulation enhancements to Del Amo Circle North, between Village Court and Hawthorne Boulevard. This plan illustrates the configuration/conceptual design of the proposed median modification on Del Amo Circle North. As indicated previously, the median is designed to prohibit left-turns out of the project driveways but allow left-turns in and right-turns in and right-turns out. In addition, the plan illustrates the conceptual striping layout of Del Amo Circle North to accommodate all-way stop control plus a crosswalk on Del Amo Circle North and Village Court. The provision of a crosswalk at this location will provide pedestrian connectively between the project site and the residential and commercial development located along Village Court

TABLE 10-1

PROJECT DRIVEWAY PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY (HCM METHODOLOGY)

Key Intersection		Time Period	Control Type	Year 2018 With Project Traffic Conditions	
				Delay (s/v)	LOS
A.	Project Driveway 1 Del Amo Circle	AM	One-Way Stop	8.6	A
		MD		9.8	A
		PM		9.9	A
B.	Project Driveway 2 Del Amo Circle	AM	One-Way Stop	8.7	A
		MD		9.9	A
		PM		10.0	A
C.	Project Driveway 3 Carson Street	AM	One-Way Stop	15.1	C
		MD		22.9	C
		PM		34.5	D

Notes:

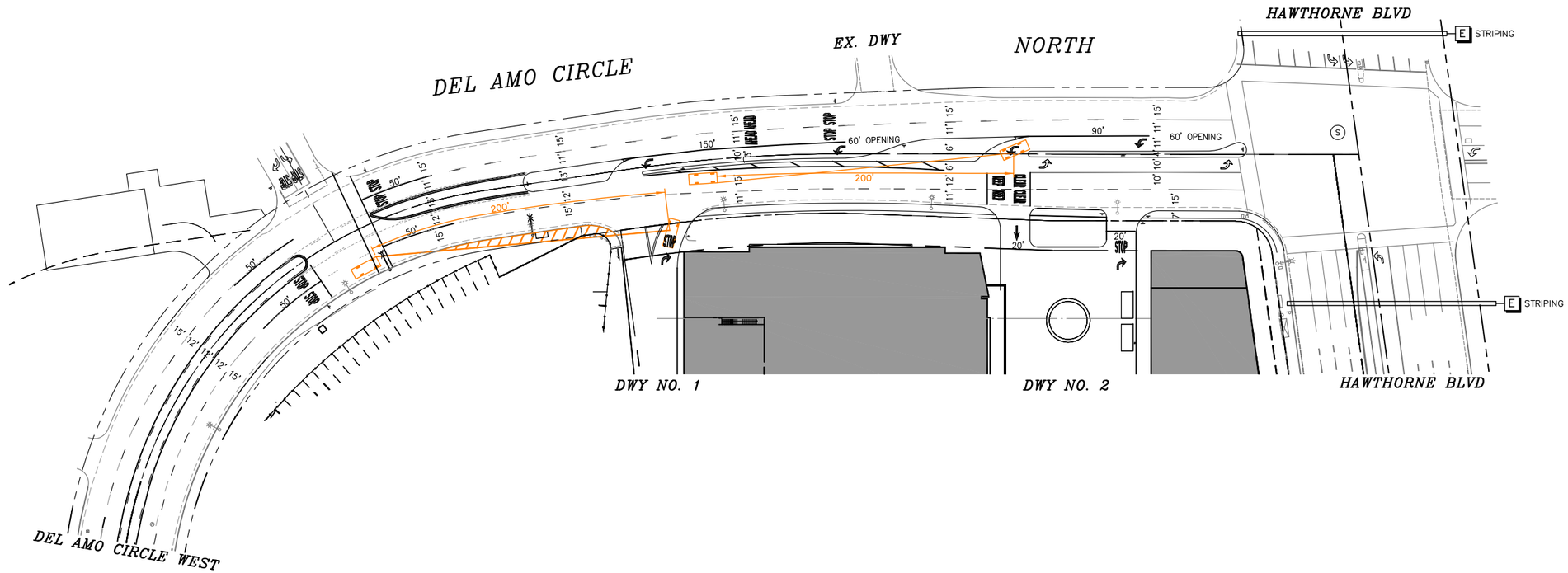
- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-2* and *3-3* for the LOS definitions
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards mentioned in this report

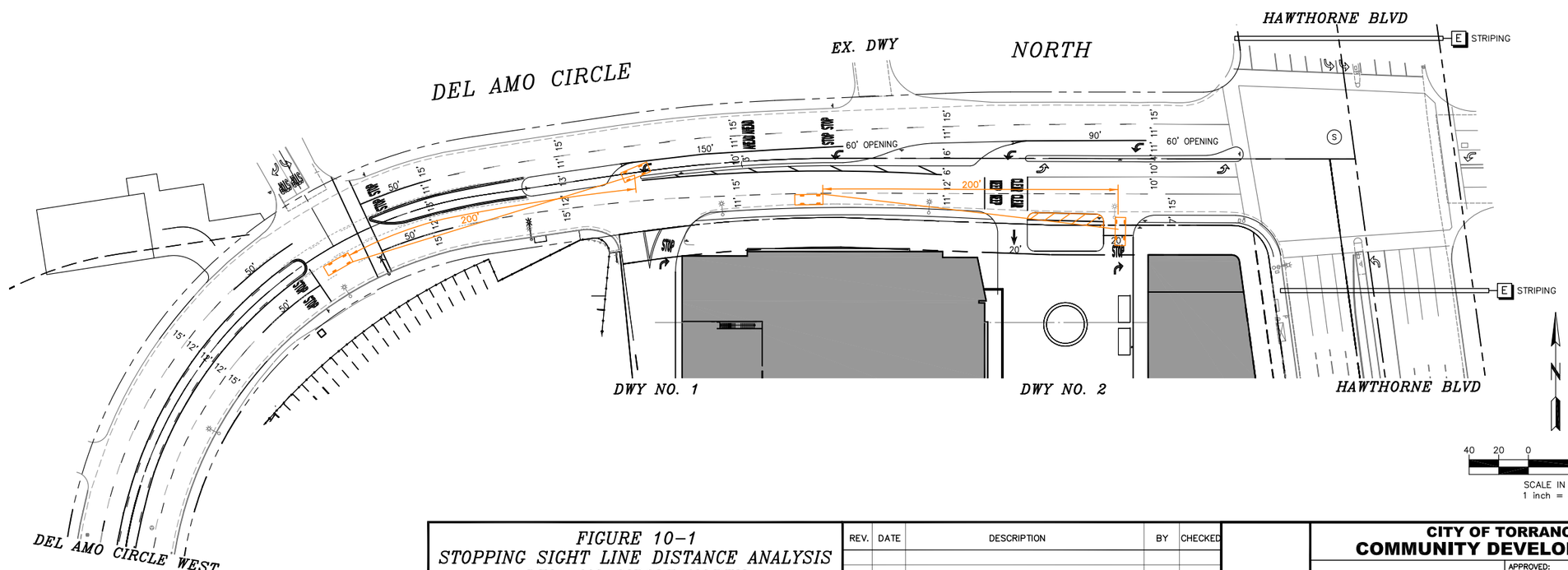
STOPPING SIGHT DISTANCE

DESIGN SPEED LIMIT:	30 MPH
REQUIRED STOPPING SIGHT DISTANCE:	200 FEET

LEGEND

LIMITED USE AREA: TO ENSURE ADEQUATE SIGHT DISTANCE, HARDSCAPE AND/OR LANDSCAPE SHALL NOT BE HIGHER THAN 30 INCHES. NO FENCES OR WALLS IN LIMITED USE AREA.





40 20 0 40 80

SCALE IN FEET
1 inch = 40 ft.

FIGURE 10–1
STOPPING SIGHT LINE DISTANCE ANALYSIS
DEL AMO CIRCLE NORTH
AT HAWTHORNE BLVD

PREPARED BY:

LINSCOTT, LAW & GREENSPAN, ENGINEERS
TRANSPORTATION PLANNING – TRAFFIC ENGINEERING – PARKING

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RICHARD E. BARRETTO T.E. 2006 DATE:

REV.	DATE	DESCRIPTION	BY	CHECKED

CITY OF TORRANCE
COMMUNITY DEVELOPEMENT

DRAWN:
APPROVED:
DESIGNED:
DATE
PROJECT ENGINEER:
SCALE: AS SHOWN SHEET ____ OF ____
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SIGNING AND STRIPING GENERAL NOTES

A. SIGNING AND STRIPING SHALL GENERALLY CONFORM TO THE CURRENT CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS, STANDARD SPECIFICATIONS, 2014 CALIFORNIA MUTCD, THE CITY OF COSTA MESA STANDARD PLANS, AND THE SPECIAL PROVISIONS.

B. SIGNING SHALL CONFORM TO THE CURRENT CALTRANS STANDARD SPECIFICATIONS, CALIFORNIA UNIFORM SIGN CHART AND 2014 CA MUTCD. SIGNS SHALL HAVE HIGH INTENSITY SHEETING DG3 OR BETTER.

C. ALL STOP BARS, CROSSWALKS AND PAVEMENT LEGENDS SHALL BE THERMOPLASTIC. PAVEMENT LEGENDS SHALL MATCH THE CITY OF COSTA MESA STENCIL TYPES EXACTLY. REFLECTORIZE ALL STRIPES AND LEGENDS.

D. TRAFFIC STRIPES AND MARKINGS SHALL BE APPLIED IN TWO COATS. A MINIMUM OF SEVEN DAYS SHALL BE PROVIDED BETWEEN FIRST AND SECOND COATS.

E. ANY EXISTING CONFLICTING TRAFFIC STRIPING AND MARKINGS SHALL BE REMOVED AS REQUIRED BY WET SANDBLASTING, LIGHT GRINDING (OR OTHER APPROVED METHOD) WITH IMMEDIATE REMOVAL OF RESIDUE. PAVEMENT SURFACES TO BE FREE OF RESIDUE PRIOR TO APPLICATION OF PAINT.

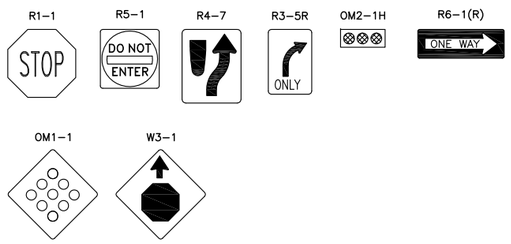
LEGEND

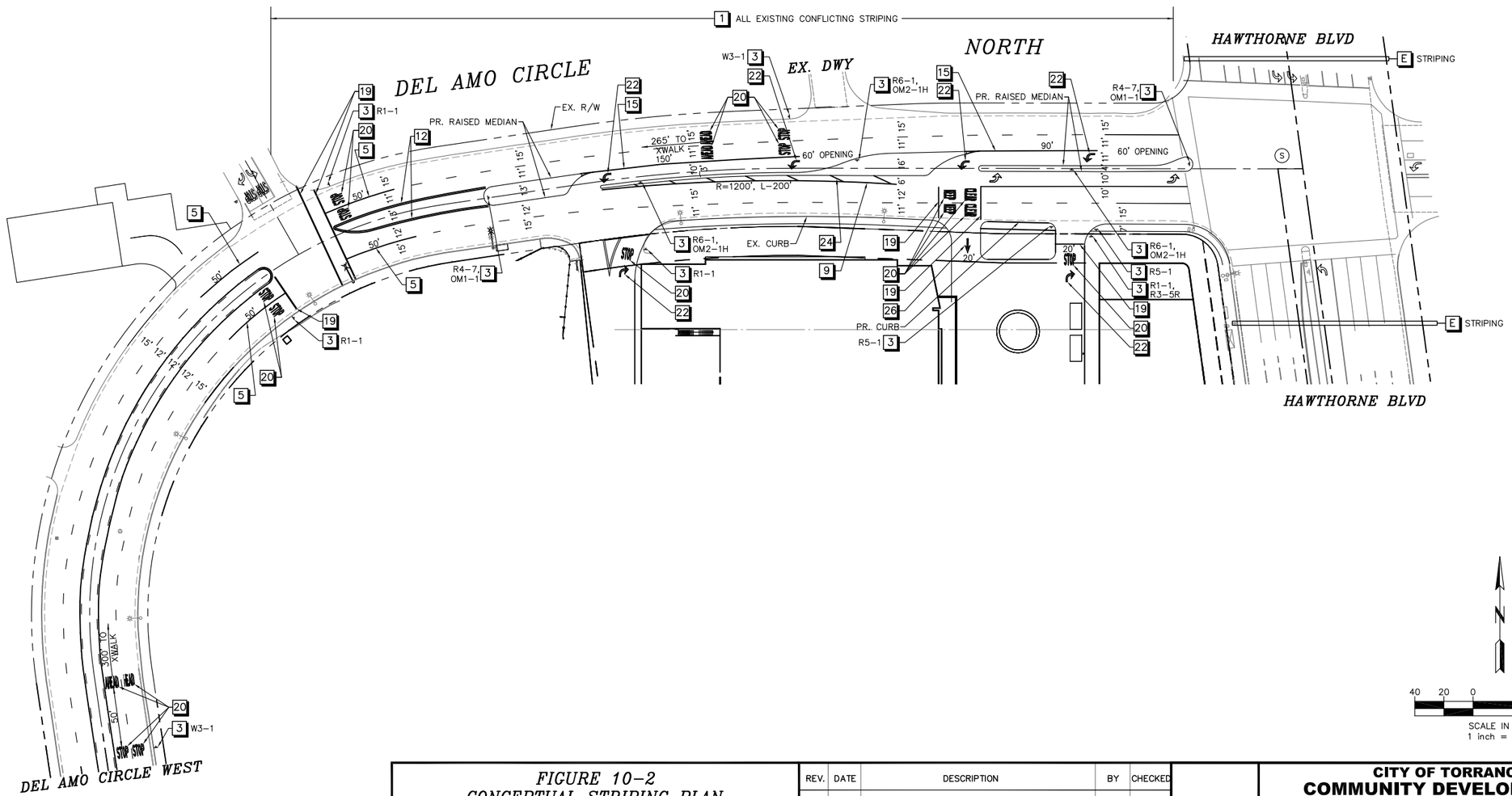
- EXISTING STRIPING & MARKINGS TO REMAIN.
- EXISTING STRIPING & MARKINGS TO BE REMOVED.
- PROPOSED STRIPING & MARKINGS.
- EXISTING SIGN TO REMAIN.
- EXISTING SIGN TO BE REMOVED.
- PROPOSED SIGN.
- (S) SIGNALIZED INTERSECTION.
- △ START/END OF TRANSITIONS

SIGNING AND STRIPING PLAN INSTALLATION NOTES:

- E EXISTING TO REMAIN UNLESS NOTED OTHERWISE.
- 1 REMOVE EXISTING STRIPING, MARKING, RAISED PAVEMENT MARKERS, OR LEGEND.
- 3 INSTALL NEW SIGN ONTO POST, STREET LIGHT POLE, OR TRAFFIC SIGNAL POLE, AS SHOWN.
- 5 INSTALL 4" SOLID WHITE LINE PER DETAIL "A".
- 9 INSTALL 4" SOLID YELLOW LEFT EDGELINE PER CALTRANS STD PLAN A20B, DETAIL 25.
- 10 INSTALL TYPE "H" RPM's LEFT EDGELINE PER CALTRANS STD PLAN A20B, DETAIL 26.
- 12 INSTALL 4" DOUBLE YELLOW MEDIAN STRIPING PER CALTRANS STD PLAN A20B, DETAIL 29.
- 15 INSTALL 8" SOLID WHITE CHANNELIZING LINE PER CALTRANS STD PLAN A20D, DETAIL 38.
- 19 INSTALL 12" SOLID WHITE CROSSWALK (10' CLEAR) OR LIMIT LINE PER CALTRANS STD PLAN A24E.
- 20 INSTALL PAVEMENT MARKING AS SHOWN PER CALTRANS STD PLAN A24A, A24D AND A24E.
- 22 INSTALL TYPE IV (L) OR (R) ARROW MARKING PER CALTRANS STD PLAN A24A.
- 23 INSTALL TYPE VII (L) OR (R) ARROW MARKING PER CALTRANS STD PLAN A24A.
- 24 INSTALL 8" SOLID YELLOW STRIPE AT 30' AND 25' SPACING AS SHOWN.
- 26 INSTALL TYPE I ARROW MARKING PER CALTRANS STD PLAN A24A.

NEW SIGNS ON THIS SHEET





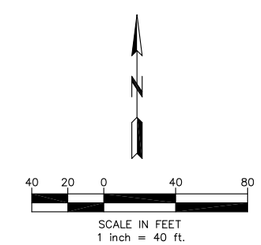


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FIGURE 10-2
CONCEPTUAL STRIPING PLAN
DEL AMO CIRCLE NORTH
AT HAWTHORNE BLVD

PREPARED BY:

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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2 Executive Circle, Suite 250, Irvine, CA 92614 (949) 825-6175
4542 Ruffner Street, Suite 100, San Diego, CA 92111 (858) 300-8800
RICHARD E. BARRETTO T.E. 2006 DATE:

REV.	DATE	DESCRIPTION	BY	CHECKED

CITY OF TORRANCE
COMMUNITY DEVELOPEMENT

DRAWN:
APPROVED:
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PROJECT ENGINEER:
DATE
SCALE: AS SHOWN SHEET ____ OF ____
PLAN NO.

N:\3500\2153564 – Del Amo Financial TIA Torrance\DWG\CONCEPT STRIPING PLANS\3564 SS05 – DEL AMO NORTH CIRCLE NO WIDENING 2.dwg May 23, 16 – 4:38am

11.0 CONGESTION MANAGEMENT PROGRAM COMPLIANCE ASSESSMENT

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system.

11.1 Traffic Impact Review

As required by the current *Congestion Management Program for Los Angeles County*, a review has been made of designated monitoring locations on the CMP highway system for potential impact analysis. Per CMP TIA criteria, the geographic area examined in the TIA must include the following, at a minimum:

- All CMP arterial monitoring intersections, including freeway on and off-ramp intersections, where the project will add 50 or more trips during either the AM or PM weekday peak hours.

- Mainline freeway-monitoring stations where the project will add 150 or more trips, in either direction, during the AM or PM weekday peak hours.

11.1.1 *Freeways*

The following CMP freeway monitoring station in the Project vicinity has been identified:

CMP Station	Location
1068	I-405 Freeway north of Inglewood Avenue, at Compton Boulevard

The closest CMP freeway monitoring location in the Project vicinity is the I-405 Freeway n/o Inglewood Avenue, at Compton Boulevard (CMP Station 1068 – Post Mile 18.63). Based on the Project's trip generation potential and distribution pattern, the proposed Project will not add more than 150 trips (in either direction) during either the weekday AM or PM peak hour at this CMP mainline freeway-monitoring location. Therefore a CMP freeway traffic impact analysis is not required.

11.1.2 *Intersections*

The following CMP intersection monitoring location in the Project vicinity has been identified:

CMP Intersection	Location
150	Hawthorne Boulevard at Sepulveda Boulevard

As stated earlier, the CMP guidelines require that arterial monitoring intersection locations must be examined if the proposed Project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic) at CMP monitoring intersections. Based on the proposed project's trip generation potential, trip distribution and trip assignment, the Project will add 50 or

more trips at the identified CMP intersections during the weekday AM peak hour or PM peak hour. Therefore, a CMP intersection traffic impact analysis is required.

- **Hawthorne Boulevard at Sepulveda Boulevard** – Based on the results of a detailed analysis of project added trips to the CMP system, approximately 40 trips during the AM peak hour, 143 trips during the Midday peak hour and 119 trips during the PM peak hour will be added by the project at this location. Per CMP TIA guidelines, intersection level of service analysis is therefore required. The impact analysis is discussed in detail in Section 8.0 of this traffic study report and the results are summarized in *Table 8-1*. As presented previously, the analysis indicates that the Project will not increase demand at this key intersection by two percent (0.02) or more during the AM or PM peak hour. Therefore, there is no impact at this intersection based on the CMP impact criteria.

11.2 Transit Impact Review

As required by the Congestion Management Program for Los Angeles County, a review has been made of the CMP transit service. As previously discussed, a number of transit services exist in the Project area, necessitating the following transit impact review.

The Project trip generation, as shown in *Table 5-1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate Project-related transit trip generation. Pursuant to the CMP guidelines, the proposed Project is forecasted to generate 6 transit trips (3 inbound and 3 outbound) during the AM peak hour, 22 transit trips (12 inbound and 10 outbound) during the Midday peak hour and 18 transit trips (9 inbound and 9 outbound) during the PM peak hour. Over a 24-hour period the proposed Project is forecasted to generate 208 daily weekday transit trips.

It is anticipated that the existing transit service in the Project area would be able to accommodate the Project generated transit trips. The Project would generate on average less than one new boarding per bus in the AM and PM peak hours. Therefore, given the number of transit trips generated by the Project and the existing transit routes in the Project vicinity, it is concluded that the public transit system would not be significantly impacted by the proposed Project.

12.0 PARKING ANALYSIS

The parking analysis for the proposed Project involves determining the expected parking needs, based on the size and type of proposed development components, versus the parking supply. For this parking analysis, two methods were used to estimate the peak parking demands of the proposed Project. These methods include:

- Application of City code requirements (which typically treat each use of the Project as a "stand alone" use at maximum demand);
- Application of shared parking usage patterns by time-of-day to applicable City code parking ratios (which recognizes that the parking demand for each land use component varies by time of day, day of week, and/or month of year).

12.1 City Code Parking Analysis

The parking analysis for the proposed Project was initially calculated by using the parking codes in the City of Torrance Municipal Code *Section 93.1.1* and comparing it to the proposed parking supply. As noted earlier, Project includes development of a 45,000 SF health club/fitness center, a restaurant building with a total floor area of up to 12,000 SF and the conversion of the 75,782 SF of MGFA within the existing 5-story office building to medical office space. The remaining 246,106 SF of MGFA is assessed as office space in this analysis.

12.1.1 *Proposed Parking Supply*

Based on information provided by the project architect, the Project site is expected to provide 1,304 spaces, consisting of the following, upon completion of the proposed Project:

Existing Parking Structure		449 Spaces
Surface Lot		665 Spaces
New Parking Structure Under Fitness Facility		185 Spaces
Surface Lot (Valet)		5 Spaces
	Total	**1,304 Space**

12.1.2 *City Code Parking Requirements*

To determine the number of parking spaces required for the proposed Project, the City's parking codes were utilized.

- ***Office:*** 3.33 spaces per 1,000 square-feet (SF) of gross floor area (GFA)
- ***Restaurant, café, etc:*** 10 spaces per 1,000 SF of GFA
- ***Fitness Center:*** 10 spaces per 1,000 SF of GFA
- ***Medical Office:*** 5 spaces per 1,000 SF of GFA

Table 12-1 summarizes the projected parking requirements for the Project using the above-referenced parking codes. As shown, direct application of the City's code to the existing and proposed development results in a code-parking requirement of 1,769 spaces, which overstates the amount that would be needed to accommodate the proposed mix of uses. With a proposed parking supply of 1,304 spaces, a theoretical parking deficiency of 465 parking spaces is forecast.

These parking requirements reflect the total parking demand assuming each use is a "freestanding" development at maximum demand and does not consider the "sharing" of parking spaces or time of day parking demand needs.

However, as previously mentioned, there is an opportunity to share parking spaces based on the utilization profile of each land use component and the differing hours of operations of the mix of tenants at the Project site. The following section calculates the parking requirements for the proposed project based on the shared parking methodology approach and consistent with Section 93.4.10 Joint Uses of the City's Municipal Code.

TABLE 12-1

CITY CODE PARKING REQUIREMENTS[42]

Project Description	Size	Code Parking Ratio	Spaces Required
Vehicular Parking Needs			
▪ Existing Office	246,106 SF	3.33 spaces per 1000 SF of GFA	820 spaces
▪ Restaurant	12,000 SF	10 spaces per 1000 SF of GFA	120 spaces
▪ Fitness Center	45,000 SF	10 spaces per 1000 SF of GFA	450 spaces
▪ Medical Office	75,782 SF	5 spaces per 1000 SF of GFA	379 spaces
		Total Code Parking Requirement:	**1,769 spaces**
		Proposed Parking Supply:	**1,304 spaces**
		Total Parking Surplus / Deficiency (+/-):	**-465 spaces**

[42] Source: *City of Torrance Municipal Code.*

12.2 Shared Parking Analysis

12.2.1 *Shared Parking Rationale and Basis*

Accumulated experience in parking demand characteristics indicates that a mixing of land uses results in an overall parking need that is less than the sum of the individual peak requirements for each land use. Due to the proposed mixed-use characteristics of the site opportunities to share parking can be expected. The objective of this shared parking analysis is to project the peak parking requirements for the project based on the combined demand patterns of different land uses at the site.

Shared parking calculations recognize that different uses often experience individual peak parking demands at different times of day, or days of the week, or even months of the year. When uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding parking profiles (by time of day, week, and year), rather than individual peak ratios as represented in the City of Torrance Municipal Code.

There is an important common element between the traditional "code" and the Shared Parking calculation methodologies; the peak parking ratios, or "highpoint" for each land use's parking profile, typically equals the "code" parking ratio for that use. The analytical procedures for Shared Parking Analyses are well documented in the *Shared Parking, 2nd Edition* publication by the Urban Land Institute (ULI).

Shared parking calculations for the site utilize hourly parking accumulations developed from field studies of single developments in free-standing settings, where travel by private auto is maximized. These characteristics permit the means for calculating peak parking needs when land use types are combined. Further, the shared parking approach will result, at other than peak parking demand times, in an excess amount of spaces that will service the overall needs of the site.

Consistent with *Section 93.4.10, Joint Uses* of the Municipal Code, the project applicant proposes the use of shared parking to demonstrate that sufficient parking will be provided at all times for all uses, using the guidelines published by the Urban Land Institute *Shared Parking, 2nd Edition* publication at the Project site .

12.3 Shared Parking Ratios and Profiles

The hourly parking demand profiles (expressed in percent of peak demand) utilized in this analysis and applied to the site are based on profiles developed by the Urban Land Institute (ULI) and published in *Shared Parking, 2nd Edition*. The ULI publication presents hourly parking demand profiles for four (4) general land use categories: office, fine/casual dining, fitness center, and medical/dental office. The ULI profiles of parking demand have been used directly, by land use type, in the analysis of this site and are applied to the City's applicable parking ratio, with the exception of the fitness club/health club.

For this study, a parking ratio of 5.0 spaces per 1,000 SF was applied to the proposed health club. The use of this parking ratio is consistent with prior City approvals of similar health club projects within a mixed-use development per information provided by City staff. The health club profiles

were directly derived from the ULI *Shared Parking* publication. For health clubs, the peak demand occurs between 6:00 PM - 7:00 PM on weekdays and 5:00 PM – 6:00 PM on weekends.

The ULI *Shared Parking* publication includes several categories for restaurants. For this analysis, the parking profile for fine/casual dining restaurant was utilized as this category would match the proposed restaurant use. Like the health club profiles, the restaurant profiles are derived exactly from the ULI baseline. The restaurant-parking ratio utilized in this analysis is based on the City code rate of 10 spaces per 1000 SF. According to the *Shared Parking* publication, casual/fining dining restaurant uses are shown to experience peak demand between 7:00 PM and 10:00 PM on weekdays, and 8:00 PM and 9:00 PM on weekends, whereas a fast-food uses peak demand occurs between 12:00 PM and 2:00 PM on weekdays and weekends.

The medical/dental office profiles were also directly derived from ULI. The peak-parking ratio for medical/dental office uses exactly equals the City's Parking Code requirement of 5 spaces per 1000 SF of floor area. This ratio was applied to the proposed medical office space. Peak demand for office occurs between 10:00 AM–12:00 PM and 2:00 PM–4:00 PM on weekdays, and 10:00 AM–12:00 PM on weekends.

For office uses, the parking profile in the ULI publication was used and applied to the City's Parking Code ratio of 1 space per 300 SF (or 3.33 spaces per 1000 SF) to forecast its weekday and weekend hourly demand associated with the remaining office space. Peak demand for office occurs between 10:00 AM–11:00 AM and 2:00 PM–3:00 PM on weekdays, and 11:00 AM–12:00 PM on weekends.

For this analysis, parking adjustments were utilized to account for (1) "walk-in/internal capture" trips attributable to synergy between uses within the Project, adjoining commercial and residential uses, and (2) alternative modes of travel (i.e. carpool, vanpool, transit, bicycle, pedestrian). These adjustments are representative of the interaction between the health club/restaurant uses with the office/medical office uses as well as the existing uses in the vicinity of the Project site, and implementation of a Transportation Demand Management Program, consistent with *Article 3 – Transportation Demand Management and Trip Reduction Measures, Section 910.3.2 Development Standards* of the City's Municipal Code. The internal capture adjustment recognizes that the employees of the office and medical office components of the Del Amo Financial Center will patronize the restaurant and health club uses to be located on-site. ***Table 12-2*** summarizes the mode choice adjustments used in the shared parking analysis for the Project. ***Table 12-3*** summarizes the internal capture adjustments used in the shared parking analysis for the Project.

TABLE 12-2

SHARED PARKING MODE CHOICE ADJUSTMENTS

Land Use / Group	Mode Choice				Basis / Assumptions
	Weekday		Weekend		
	Daytime	Evening	Daytime	Evening	
Office / Visitors	0%	0%	0%	0%	No adjustment
Office / Employees	10%	10%	0%	0%	Assumes a portion of employees will carpool/vanpool, drop-off, or use transit (ride bus) or walk/bike, per TDM program.
Medical Office / Visitors	5%	5%	0%	0%	Assumes a portion of visitors/patients will use alternative modes to include drop-off, taxi, transit, etc.
Medical Office / Employees	10%	10%	0%	0%	Assumes a portion of employees will carpool/vanpool, drop-off, or use transit (ride bus) or walk/bike per TDM program
Health Club / Patrons	5%	5%	5%	5%	Assumes a portion of patrons/customers will use alternative modes to include bike and walk, etc.
Health Club / Employees	0%	0%	0%	0%	No adjustment
Restaurant / Patrons	15%	15%	15%	15%	Assumes a portion of patrons/customers will use alternative modes to include taxi, transit, walk, etc.
Restaurant / Employees	5%	5%	5%	5%	Assumes a portion of employees will use transit (ride bus) or walk/bike.

TABLE 12-3

SHARED PARKING INTERNAL CAPTURE ADJUSTMENTS

Land Use / Group	Internal Capture				Basis / Assumptions
	Weekday		Weekend		
	Daytime	Evening	Daytime	Evening	
Office / Visitors	0%	0%	0%	0%	No adjustment
Office / Employees	0%	0%	0%	0%	No adjustment
Medical Office / Visitors	0%	0%	0%	0%	No adjustment
Medical Office / Employees	0%	0%	0%	0%	No adjustment
Health Club / Patrons	10%	10%	0%	0%	Assumes a portion of the health club members will be by office / medical office employee on-site.
Health Club / Employees	0%	0%	0%	0%	No adjustment
Restaurant / Patrons	15%	15%	0%	0%	Assumes a portion of the restaurant patronage will be by office / medical office employee / visitors already on-site.
Restaurant / Employees	0%	0%	0%	0%	No adjustment

12.4 Application of Shared Parking Methodology

Tables 12-4 and ***12-5*** presents the weekday and weekend parking demand profiles for site based on the shared parking methodology, assuming full occupancy of the site.

Columns (1) through (4) of *Tables 12-4* and *12-5* present the parking accumulation characteristics and parking demand for the site for the hours of 6:00 AM to midnight. Column (5) presents the expected joint-use parking demand for the entire site on an hourly basis, while Column (6) summarizes the hourly parking surplus/deficiency for the site compared to a shared parking supply of 1,304 spaces. Note that the sizing (floor area) of each land use / tenant, and recommended parking rates are included in the tabular headings of each type.

Review of *Tables 12-4* and *12-5* indicates that the future full occupancy weekday peak parking demands will occur at 2:00 PM with peak "design level" demands of 1,290 spaces. Based on the existing parking supply of 1,304 spaces, the peak demand hour on a weekday will yield a surplus of 14 spaces. On a weekend the peak parking demand will occur at 11:00 AM with a peak demand of 576 spaces resulting in a surplus of 728 spaces.

Based on LLG's experience, it is concluded that there is adequate parking on site to accommodate the proposed Project at full occupancy of the Del Amo Financial Center.

Appendix H contains the shared parking worksheet.

TABLE 12-4

WEEKDAY SHARED PARKING DEMAND ANALYSIS[43]

Land Use	Existing Office	Fine/Casual Dining	Health Club	Medical/Dental Office		
Size	246.106 KSF	12.000 KSF	45.000 KSF	75.782 KSF	Total	
Pkg Rate[2]	3.33 /KSF	10 /KSF	5.0 /KSF	5 /KSF	Spaces =	Comparison w/
Gross	820 Spc.	120 Spc.	225 Spc.	379 Spc.	1,544	Parking Supply
Spaces					Shared	1304 Spaces
	Number of	Number of	Number of	Number of	Parking	Surplus
Time of Day	Spaces	Spaces	Spaces	Spaces	Demand	(Deficiency)
6:00 AM	21	0	136	0	157	1,147
7:00 AM	205	3	82	0	290	1,014
8:00 AM	522	8	82	285	897	407
9:00 AM	684	11	136	330	1,161	143
10:00 AM	745	24	136	353	1,258	46
11:00 AM	709	40	155	353	1,257	47
12:00 PM	622	62	118	185	987	317
1:00 PM	641	62	136	330	1,169	135
2:00 PM	745	56	136	353	1,290	14
3:00 PM	709	37	136	353	1,235	69
4:00 PM	622	43	155	330	1,150	154
5:00 PM	347	63	175	305	890	414
6:00 PM	173	77	193	238	681	623
7:00 PM	69	79	172	106	426	878
8:00 PM	49	79	152	53	333	971
9:00 PM	21	79	129	0	229	1,075
10:00 PM	7	77	66	0	150	1,154
11:00 PM	0	61	21	0	82	1,222
12:00 AM	0	22	0	0	22	1,282

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

[43] Source: *ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.*

TABLE 12-5

WEEKEND SHARED PARKING DEMAND ANALYSIS[44]

Land Use	Existing Office		Fine/Casual Dining		Health Club		Medical/Dental Office			
Size	246.106	KSF	12.000	KSF	45.000	KSF	75.782	KSF	Total	
Pkg Rate[2]	3.33	/KSF	10	/KSF	5.0	/KSF	5	/KSF	Spaces =	Comparison w/
Gross	820	Spc.	120	Spc.	225	Spc.	379	Spc.	1,544	Parking Supply
Spaces									Shared	1304 Spaces
Time of Day	Number of Spaces		Number of Spaces		Number of Spaces		Number of Spaces		Parking Demand	Surplus (Deficiency)
6:00 AM	0		0		139		0		139	1,165
7:00 AM	16		4		80		0		100	1,204
8:00 AM	49		5		63		304		421	883
9:00 AM	65		10		88		354		517	787
10:00 AM	74		13		63		379		529	775
11:00 AM	83		26		88		379		576	728
12:00 PM	74		56		88		202		420	884
1:00 PM	65		61		55		0		181	1,123
2:00 PM	49		52		47		0		148	1,156
3:00 PM	33		52		55		0		140	1,164
4:00 PM	16		52		98		0		166	1,138
5:00 PM	9		69		175		0		253	1,051
6:00 PM	9		95		168		0		272	1,032
7:00 PM	0		99		106		0		205	1,099
8:00 PM	0		104		55		0		159	1,145
9:00 PM	0		95		18		0		113	1,191
10:00 PM	0		95		4		0		99	1,205
11:00 PM	0		92		4		0		96	1,208
12:00 AM	0		52		0		0		52	1,252

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios.

[44] Source: *ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.*

APPENDIX A

TRAFFIC STUDY SCOPE OF WORK

LINSCOTT
LAW &
GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
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Irvine, CA 92614
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Pasadena
Irvine
San Diego
Woodland Hills

To: Ms. Sepideh Sedadi
City of Torrance

Date: June 10, 2015

From: Richard E. Barretto, P.E., Principal
LLG, Engineers

LLG Ref: 2.15.3564.1

Subject: **Traffic Study Scope of Work for the Del Amo Financial Project, Torrance**

As previously discussed, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the following Traffic Study Scope of Work for the proposed Del Amo Financial Project in the City of Torrance, California, for your review and approval.

Traffic Study Scope of Work

The Traffic Impact Analysis for the Del Amo Financial Project will satisfy the traffic impact requirements of the City of Torrance and be consistent with the requirements and procedures outlined in the current *2010 Congestion Management Program (CMP) for Los Angeles County.*

- **Project Address:** The Project site, which is currently occupied by an 80,000 square-foot (SF) office building, is located on the southwest corner of Hawthorne Boulevard and Del Amo Circle - See attached *Vicinity Map & Existing Site – **Figures 1** & **2**.*

- **Project Description:** The proposed Project includes the construction of a 10,000 SF restaurant and a 42,000 SF fitness center, as well as the conversion of an existing 80,000 SF office building to a medical office building. Vehicular access to the Project site will be provided via full-access driveways located along Del Amo Circle and Carson Street. See attached *Site Plan – **Figure 3**.*

- **Project Traffic Generation:** The trip generation potential of the proposed Project was estimated using the average rates given in the *Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE)*, Washington, D.C. (2012) – *See attached **Table 1**.* Review of *Table 1* shows that the proposed Project will result in 4,636 net daily trips, with 222 net trips (124 inbound, 98 outbound) produced in the AM peak hour, 560 net trips (291 inbound, 269 outbound) produced in the Midday peak hour, and 371 net trips (178 inbound, 193 outbound) produced in the PM peak hour.

  Please note that the aforementioned trip generation of the proposed Project includes adjustments for the "pass-by" trips based on information contained in the *Trip Generation Handbook, 3rd Edition, published by ITE, August 2014.*

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

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- **Trip Distribution:** See attached ***Figures 4 & 5*** for Project Traffic Distribution Patterns for the proposed Project.

- **Background Traffic:**
  - Project Completion Year: 2017
  - Ambient Growth Rate: 1% per year
  - Cumulative Projects: ***Table 2*** details the planned and/or approved projects within a 2-mile radius that may contribute traffic to the following list of study intersections will be researched at the City of Torrance and adjacent jurisdictions and confirmed with City staff. ***Table 3*** shows the trip generation potential for the seventeen (17) cumulative projects.

- **Traffic Study Intersections:** The following eleven (11) study intersections listed below are locations that could potentially be impacted by the proposed Project and will be analyzed:

  1. Anza Avenue at Torrance Boulevard
  2. Anza Avenue at Carson Street
  3. Anza Avenue at Sepulveda Boulevard
  4. Village Court at Del Amo Circle
  5. Del Amo Circle at Carson Street
  6. Hawthorne Boulevard at Torrance Boulevard
  7. Hawthorne Boulevard at Del Amo Circle
  8. Hawthorne Boulevard at Carson Street
  9. Hawthorne Boulevard at Sepulveda Boulevard
  10. Madrona Avenue at Torrance Boulevard
  11. Madrona Avenue at Carson Street

- **Analysis Methodology:** The LOS calculations will be based on Intersection Capacity Utilization (ICU) methodology for signalized intersections and Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections. The Project's potential impact will be based on the City of Torrance significant impact criteria.

Other Issues:

- Evaluate site access and internnewal circulation
- Confirm adequacy of parking supply based on a comparison with City-code parking ratios.

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* * * * * * * * * * *

We appreciate the opportunity to provide this scope of work. Should you have any questions, please call me at (949) 825-6175. Thank You.

Recommended by:

_____ _____

Consultant's Representative Date

Approved by:

_____ _____

City of Torrance Date

cc: File
Ted Semaan, City of Torrance
Attachments

TABLE 1
PROJECT TRAFFIC GENERATION FORECAST[1]

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Generation Factors:										
▪ 492: Health/Fitness Center (TE/1,000 SF)	32.93	0.71	0.70	1.41	2.07	1.99	4.06	2.01	1.52	3.53
▪ 710: General Office Building (TE/1,000 SF)	11.03	1.37	0.19	1.56	--	--	--	0.25	1.24	1.49
▪ 720: Medical-Dental Office Building (TE/1,000 SF)	36.13	1.89	0.50	2.39	1.67	2.60	4.27	1.00	2.57	3.57
▪ 932: High-Turnover (Sit-Down) Restaurant (TE/1,000 SF)	127.15	5.95	4.86	10.81	9.98	8.51	18.49	5.91	3.94	9.85
Existing Project Generation Forecast:										
▪ Existing Office Building (80,000 SF) [a] [2]	882	110	15	125	20	99	119	20	99	119
Proposed Project Generation Forecast:										
▪ Restaurant (10,000 SF)	1,272	59	49	108	100	85	185	59	40	99
Pass-by (Daily: 10%, AM: 10%, MD: 10%, PM: 43%)	*-127*	*-6*	*-5*	*-11*	*-10*	*-9*	*-19*	*-25*	*-18*	*-43*
Subtotal	*1,145*	*53*	*44*	*97*	*90*	*76*	*166*	*34*	*22*	*56*
▪ Fitness Center (42,000 SF)	1,383	30	29	59	87	84	171	84	64	148
▪ Medical Office Building (80,000 SF)	2,890	151	40	191	134	208	342	80	206	286
Proposed Total [b]	***5,418***	***234***	***113***	***347***	***311***	***368***	***679***	***198***	***292***	***490***
Total Traffic Generation Forecast [b] - [a]	**4,536**	**124**	**98**	**222**	**291**	**269**	**560**	**178**	**193**	**371**

Notes:
TE/1,000 SF = Trip ends per 1,000 SF of development

1 Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012). Average rates used. PM peak hour trip rates of the generator were used for the Midday peak hour.

2 PM peak hour trip rates of the generator were not available. Thus, PM peak hour trips were used for Midday generation.

TABLE 2
CUMULATIVE PROJECTS SUMMARY

No.	Cumulative Project	Location/Address	Description
City of Torrance			
1.	CUP08-00015	3720 Pacific Coast Highway	14,500 SF commercial center (50% occupied)
2.	CUP12-00002	3210 Sepulveda Blvd.	130 bed assisted living and skilled nursing facility
3.	CUP12-00007	23104 Hawthorne Blvd.	10,023 SF child day care center
4.	CUP12-00008	20790 Hawthorne Blvd.	2,739 SF take-out restaurant
5.	CUP14-00005	2540 Sepulveda Blvd.	2,525 SF auto repair facility
6.	CUP14-00014	4223 Emerald St.	6,000 SF recording studio 709 SF dance studio
7.	CUP07-00022	20911 Earl Street	92,100 SF medical office building
8.	CUP13-00031	305 Crenshaw Blvd.	90,000 SF industrial buildings
9.	CUP14-00023	24000 Garnier St.	36,866 SF medical office building
10.	CUP14-00032	570 Alaska Ave.	31,015 SF warehouse building
11.	Del Amo Fashion Center	3525 W. Carson St.	230,000 SF retail

Notes

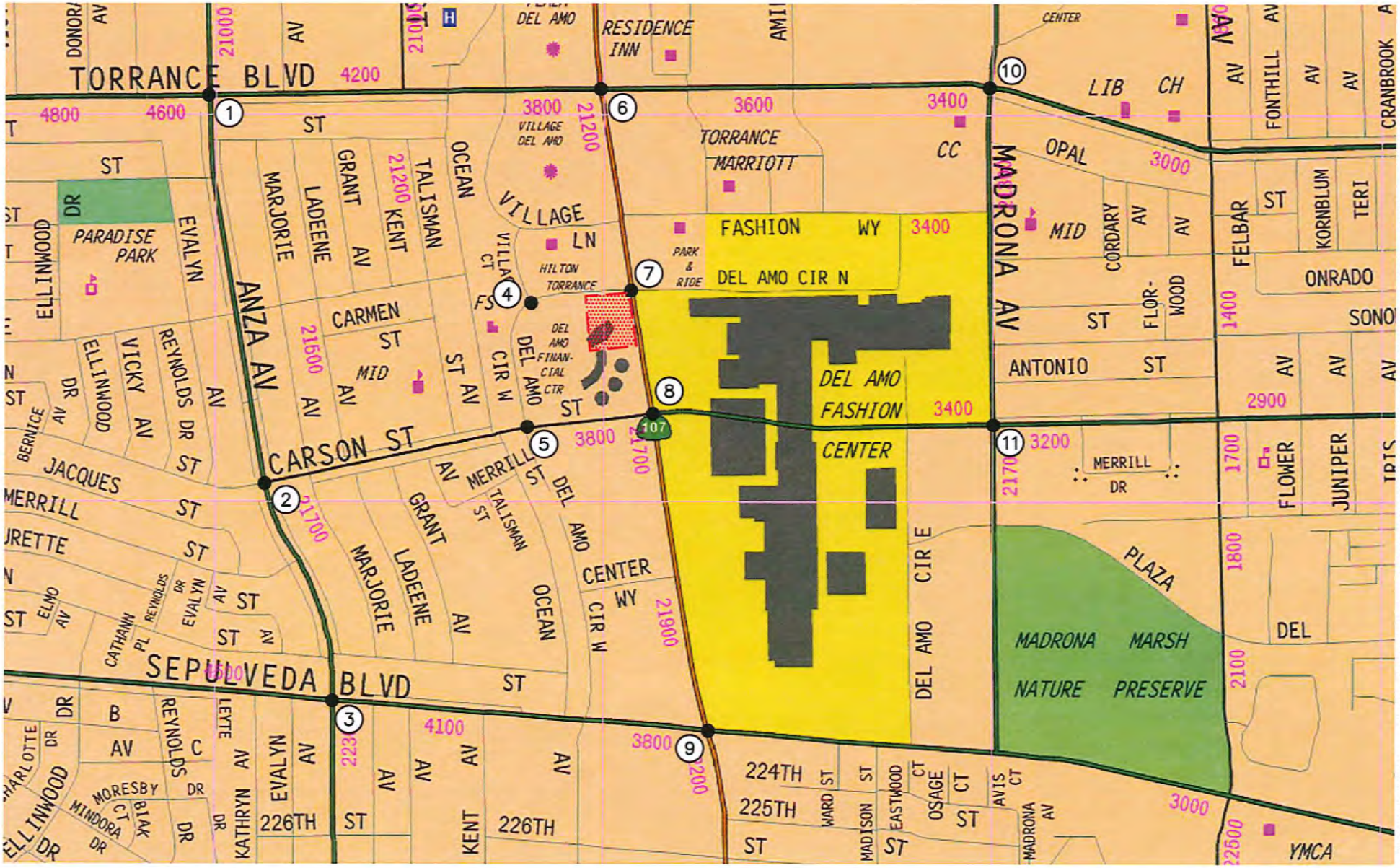
- DU = Dwelling units
- TSF = Thousand Square Feet

TABLE 3

CUMULATIVE PROJECTS TRAFFIC GENERATION FORECAST[4]

Cumulative Project Description		Daily 2-Way	AM Peak Hour			Midday Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
1.	CUP08-00015	279	4	2	6	9	9	18	9	9	18
2.	CUP12-00002	346	12	6	18	22	24	46	13	16	29
3.	CUP12-00007	742	65	57	122	65	73	138	58	66	124
4.	CUP12-00008	693	32	31	63	34	31	65	23	21	44
5.	CUP14-00005	110	5	6	11	5	6	11	5	6	11
6.	CUP14-00014	286	4	2	6	12	13	25	12	13	25
7.	CUP07-00022	3,328	174	46	220	153	240	393	92	237	329
8.	CUP13-00031	615	61	13	74	16	60	76	16	61	77
9.	CUP14-00023	1,332	70	18	88	61	96	157	37	95	132
10.	CUP14-00032	110	7	2	9	3	11	14	3	7	10
11.	Del Amo Fashion Center	8,839	123	76	199	270	293	563	270	293	563
Cumulative Projects Trip Generation Forecast		**16,680**	**557**	**259**	**816**	**650**	**856**	**1,506**	**538**	**824**	**1,362**

4 Source: *Trip Generation*, 9th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2012). Average rates used. When available, PM peak hour trip rates of the generator were used for the Midday peak hour; when unavailable, PM peak hour trips were used for the Midday peak hour.



LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: THOMAS BROS.

KEY

(#) = STUDY INTERSECTION

= PROJECT SITE

FIGURE 1

VICINITY MAP

DEL AMO FINANCIAL PROJECT, TORRANCE

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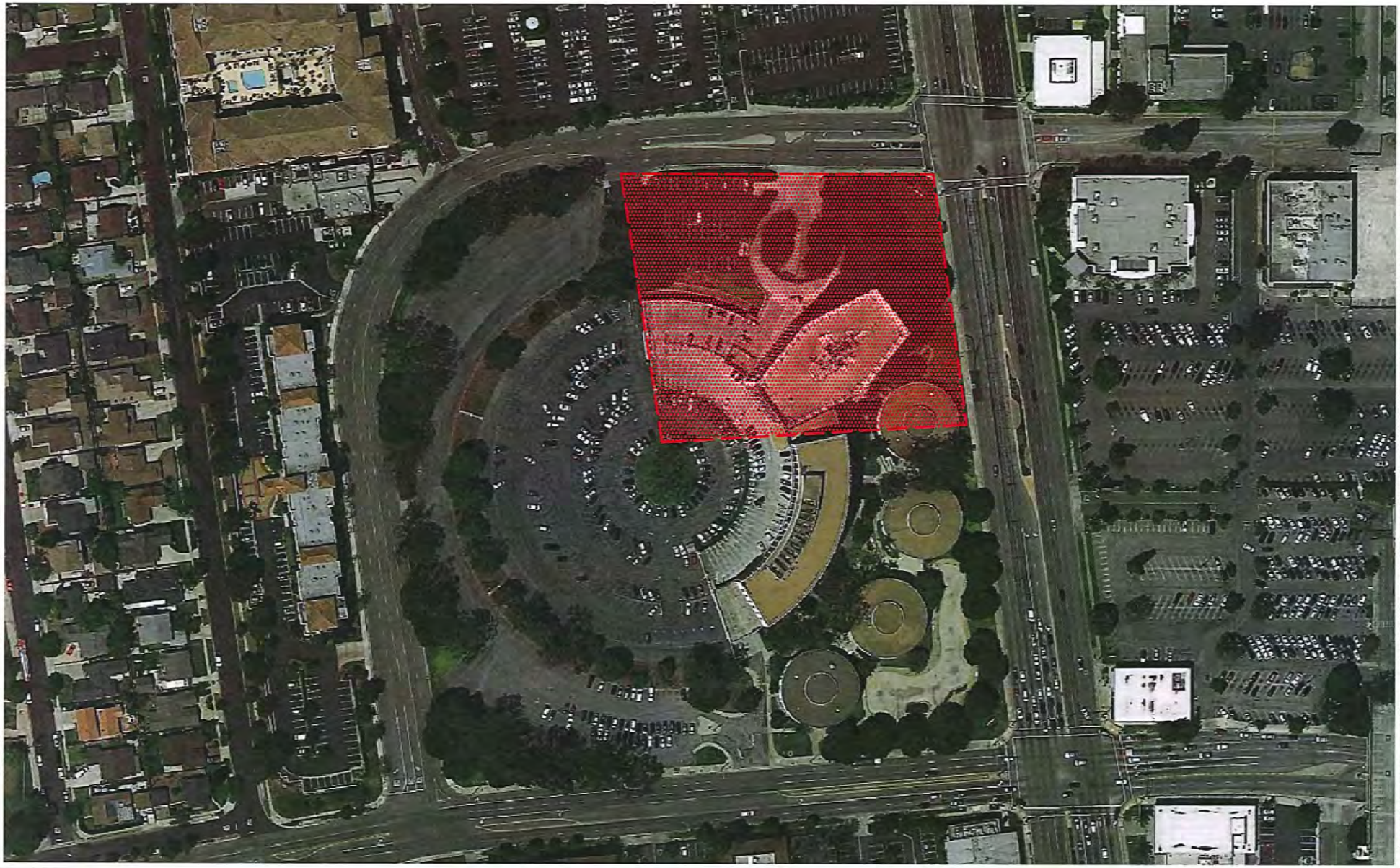

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LINSCOTT LAW & GREENSPAN engineers

N NO SCALE

SOURCE: THOMAS BROS.

KEY

= PROJECT SITE

FIGURE 2

EXISTING SITE

DEL AMO FINANCIAL PROJECT, TORRANCE

SOURCE: NADEL COMMERCIAL INC.

LINSCOTT LAW & GREENSPAN engineers

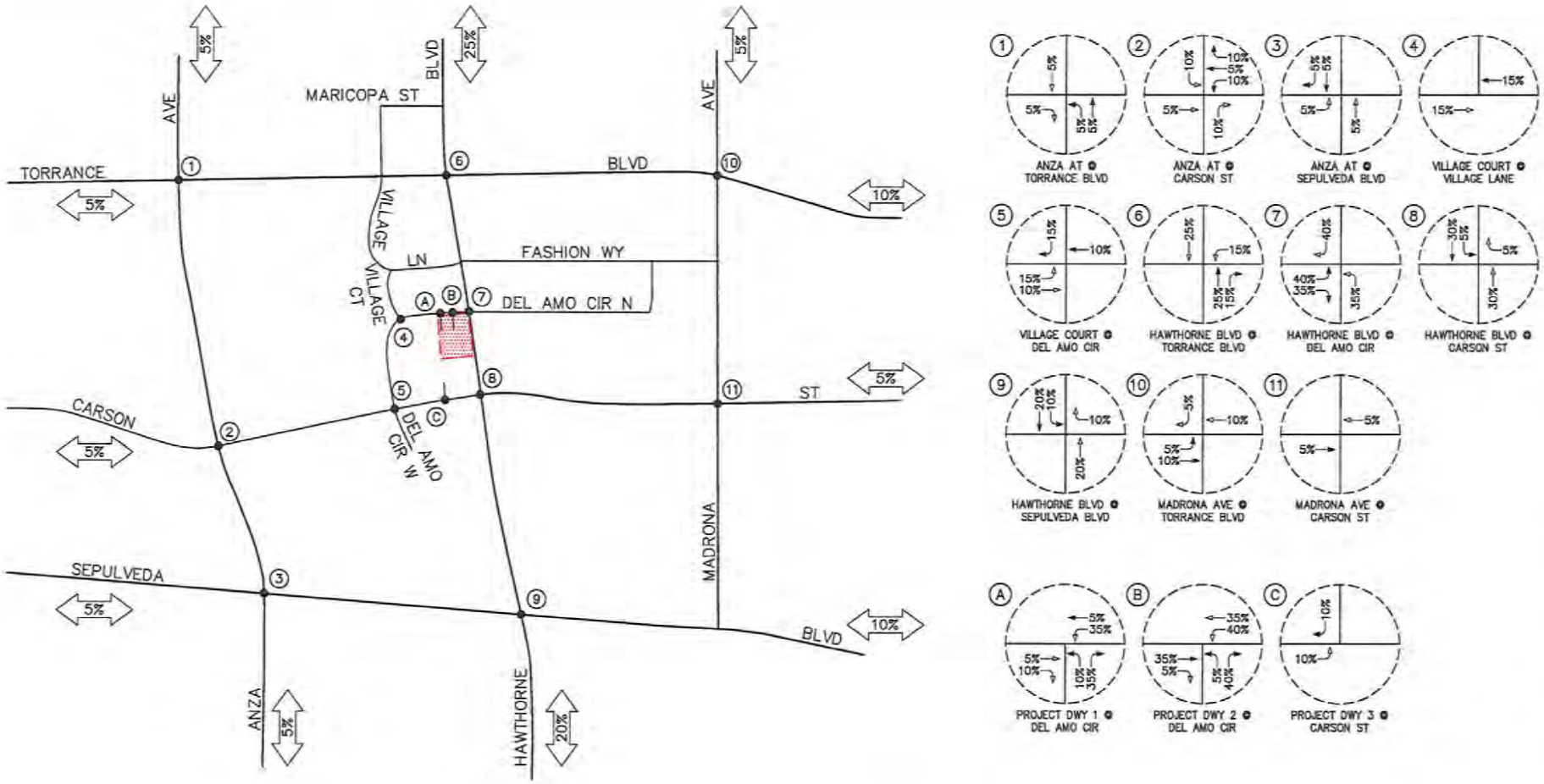
N

NO SCALE

FIGURE 3

PROPOSED SITE PLAN

DEL AMO FINANCIAL PROJECT, TORRANCE



n:\3400\2143480 - 2555 w. 190th industrial project, torrance\dwg\348015-1.dwg LDP 11:37:07 08-20-2014 aguilar

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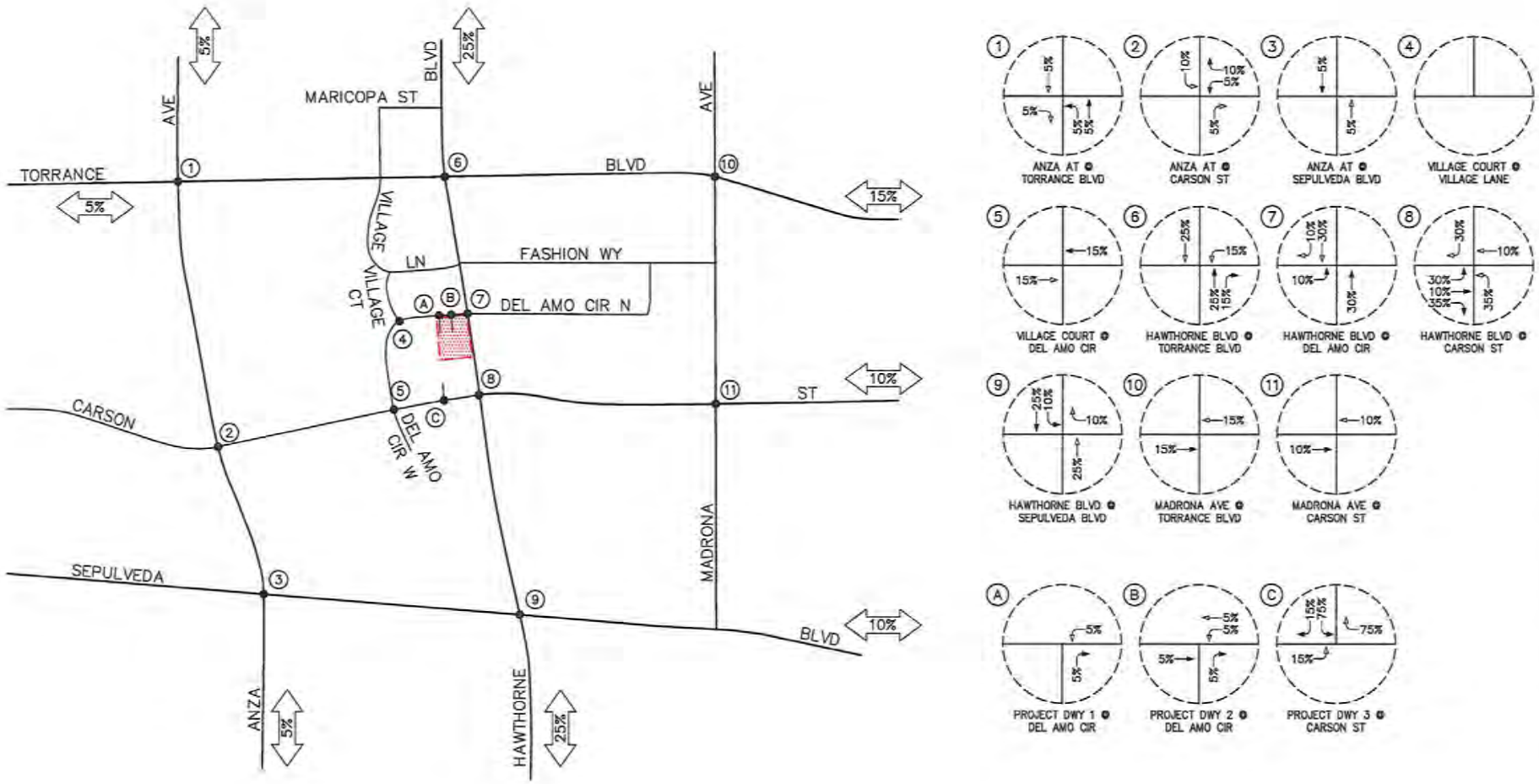
N NO SCALE

KEY
- ← = INBOUND PERCENTAGE
- ← = OUTBOUND PERCENTAGE
- (#) = STUDY INTERSECTION
- = PROJECT SITE

FIGURE 4

PROJECT TRAFFIC DISTRIBUTION PATTERN (RESTAURANT/FITNESS CENTER)

DEL AMO FINANCIAL PROJECT, TORRANCE



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NO SCALE

KEY
= INBOUND PERCENTAGE
= OUTBOUND PERCENTAGE
(#) = STUDY INTERSECTION
= PROJECT SITE

FIGURE 5

PROJECT TRAFFIC DISTRIBUTION PATTERN (MEDICAL OFFICE BUILDING)

DEL AMO FINANCIAL PROJECT, TORRANCE

APPENDIX B

EXISTING TRAFFIC COUNT DATA

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

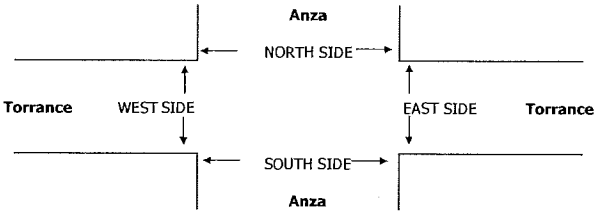
DATE:	LOCATION:	Torrance	PROJECT #:	SC0610
Tue, May 5, 15	NORTH & SOUTH:	Anza	LOCATION #:	1
	EAST & WEST:	Torrance	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

☑ Add U-Turns to Left Turns

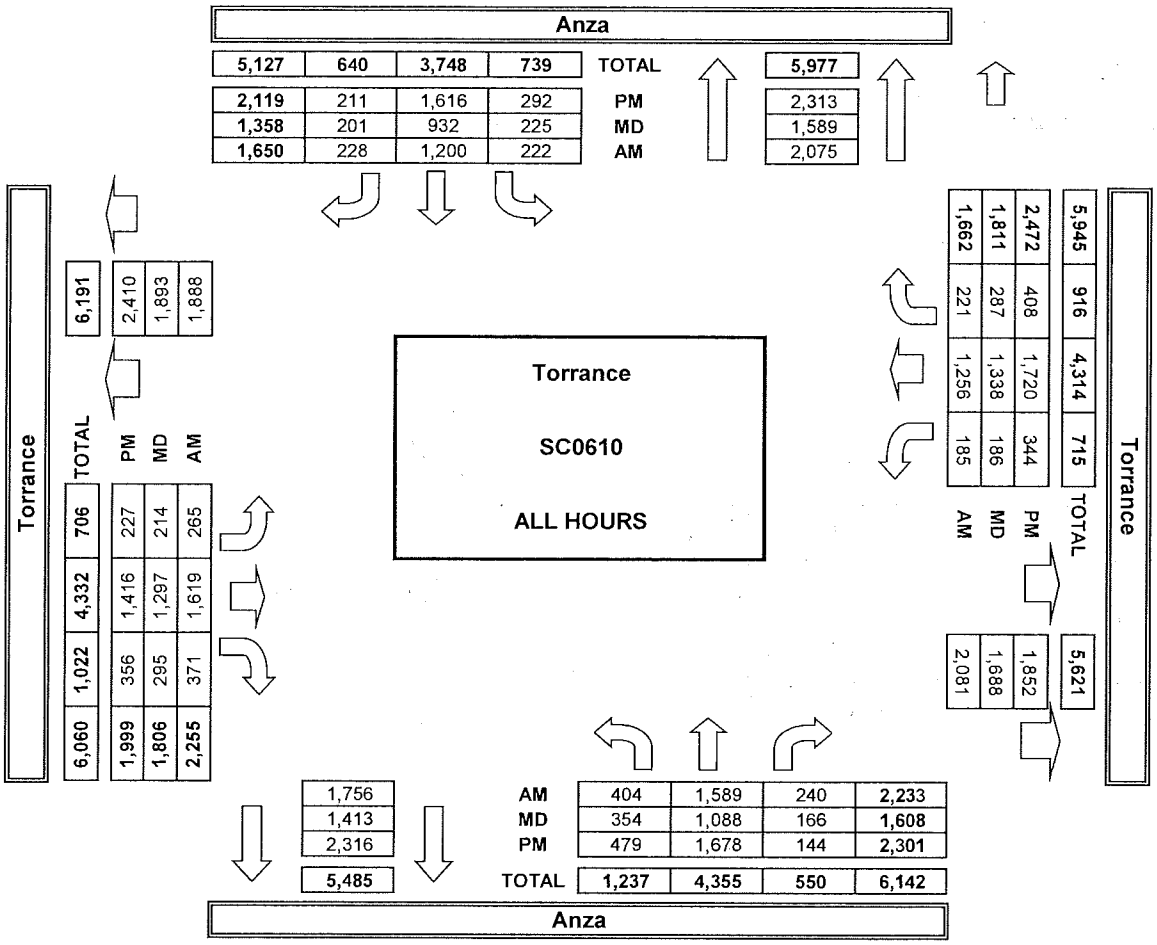
		NORTHBOUND Anza			SOUTHBOUND Anza			EASTBOUND Torrance			WESTBOUND Torrance				U-TURNS				
	LANES:	NL 2	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	34	147	9	12	79	15	20	127	28	6	110	14	601	0	0	0	0	0
	7:15 AM	46	181	20	7	90	20	23	173	34	20	153	16	783	0	0	0	0	0
	7:30 AM	83	214	24	21	122	37	38	201	52	8	236	33	1,069	0	0	0	0	0
	7:45 AM	63	219	27	40	175	43	39	243	80	19	194	35	1,177	0	0	0	0	0
	8:00 AM	48	224	38	35	175	23	44	254	39	28	125	33	1,066	0	0	0	0	0
	8:15 AM	35	158	32	32	160	29	31	213	33	27	121	25	896	0	0	0	0	0
	8:30 AM	36	181	43	26	185	27	38	197	35	42	167	34	1,011	0	0	0	0	0
	8:45 AM	59	265	47	49	214	34	32	211	70	35	150	31	1,197	0	0	0	0	0
	VOLUMES	404	1,589	240	222	1,200	228	265	1,619	371	185	1,256	221	7,800	0	0	0	0	0
	APPROACH %	18%	71%	11%	13%	73%	14%	12%	72%	16%	11%	76%	13%						
	APP/DEPART	2,233	/	2,075	1,650	/	1,756	2,255	/	2,081	1,662	/	1,888	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	229	815	121	128	632	132	152	911	204	82	676	126	4,208					
	APPROACH %	20%	70%	10%	14%	71%	15%	12%	72%	16%	9%	76%	14%						
	PEAK HR FACTOR		0.907			0.864			0.875			0.798		0.894					
	APP/DEPART	1,165	/	1,093	892	/	918	1,267	/	1,160	884	/	1,037	0					
MIDDAY	11:00 AM	44	138	25	24	103	18	17	151	34	16	125	29	724	0	0	0	0	0
	11:15 AM	41	110	17	25	104	23	24	150	30	18	143	25	710	0	0	0	0	0
	11:30 AM	35	105	26	26	118	18	36	158	39	31	159	33	784	0	0	0	0	0
	11:45 AM	47	168	18	28	128	32	28	150	34	16	164	39	852	0	0	0	0	0
	12:00 PM	48	142	16	24	110	18	26	155	40	28	182	37	826	0	0	0	0	0
	12:15 PM	48	155	25	36	137	29	34	134	32	25	165	40	860	0	0	0	0	0
	12:30 PM	54	116	5	39	94	31	24	204	54	20	223	42	906	0	0	0	0	0
	12:45 PM	37	154	34	23	138	32	25	195	32	32	177	42	921	0	0	0	0	0
	VOLUMES	354	1,088	166	225	932	201	214	1,297	295	186	1,338	287	6,583	0	0	0	0	0
	APPROACH %	22%	68%	10%	17%	69%	15%	12%	72%	16%	10%	74%	16%						
	APP/DEPART	1,608	/	1,589	1,358	/	1,413	1,806	/	1,688	1,811	/	1,893	0					
	BEGIN PEAK HR		12:00 PM																
	VOLUMES	187	567	80	122	479	110	109	688	158	105	747	161	3,513					
	APPROACH %	22%	68%	10%	17%	67%	15%	11%	72%	17%	10%	74%	16%						
	PEAK HR FACTOR		0.914			0.880			0.847			0.889		0.954					
	APP/DEPART	834	/	837	711	/	742	955	/	890	1,013	/	1,044	0					
PM	4:00 PM	56	211	21	43	195	23	30	164	51	27	183	44	1,048	0	0	0	0	0
	4:15 PM	39	185	18	21	159	26	25	185	44	33	202	49	986	0	0	0	0	0
	4:30 PM	67	209	28	34	202	27	27	155	41	43	203	58	1,094	0	0	0	0	0
	4:45 PM	59	218	16	45	186	26	35	191	46	43	216	42	1,123	0	0	0	0	0
	5:00 PM	52	222	15	25	192	33	24	193	47	53	225	58	1,139	0	0	0	0	0
	5:15 PM	57	217	13	38	196	25	39	208	42	49	262	55	1,201	0	0	0	0	0
	5:30 PM	79	204	17	42	240	30	26	165	42	49	206	47	1,147	0	0	0	0	0
	5:45 PM	70	212	16	44	246	21	21	155	43	47	223	55	1,153	0	0	0	0	0
	VOLUMES	479	1,678	144	292	1,616	211	227	1,416	356	344	1,720	408	8,891	0	0	0	0	0
	APPROACH %	21%	73%	6%	14%	76%	10%	11%	71%	18%	14%	70%	17%						
	APP/DEPART	2,301	/	2,313	2,119	/	2,316	1,999	/	1,852	2,472	/	2,410	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	258	855	61	149	874	109	110	721	174	198	916	215	4,640					
	APPROACH %	22%	73%	5%	13%	77%	10%	11%	72%	17%	15%	69%	16%						
	PEAK HR FACTOR		0.978			0.907			0.869			0.908		0.966					
	APP/DEPART	1,174	/	1,180	1,132	/	1,246	1,005	/	931	1,329	/	1,283	0					

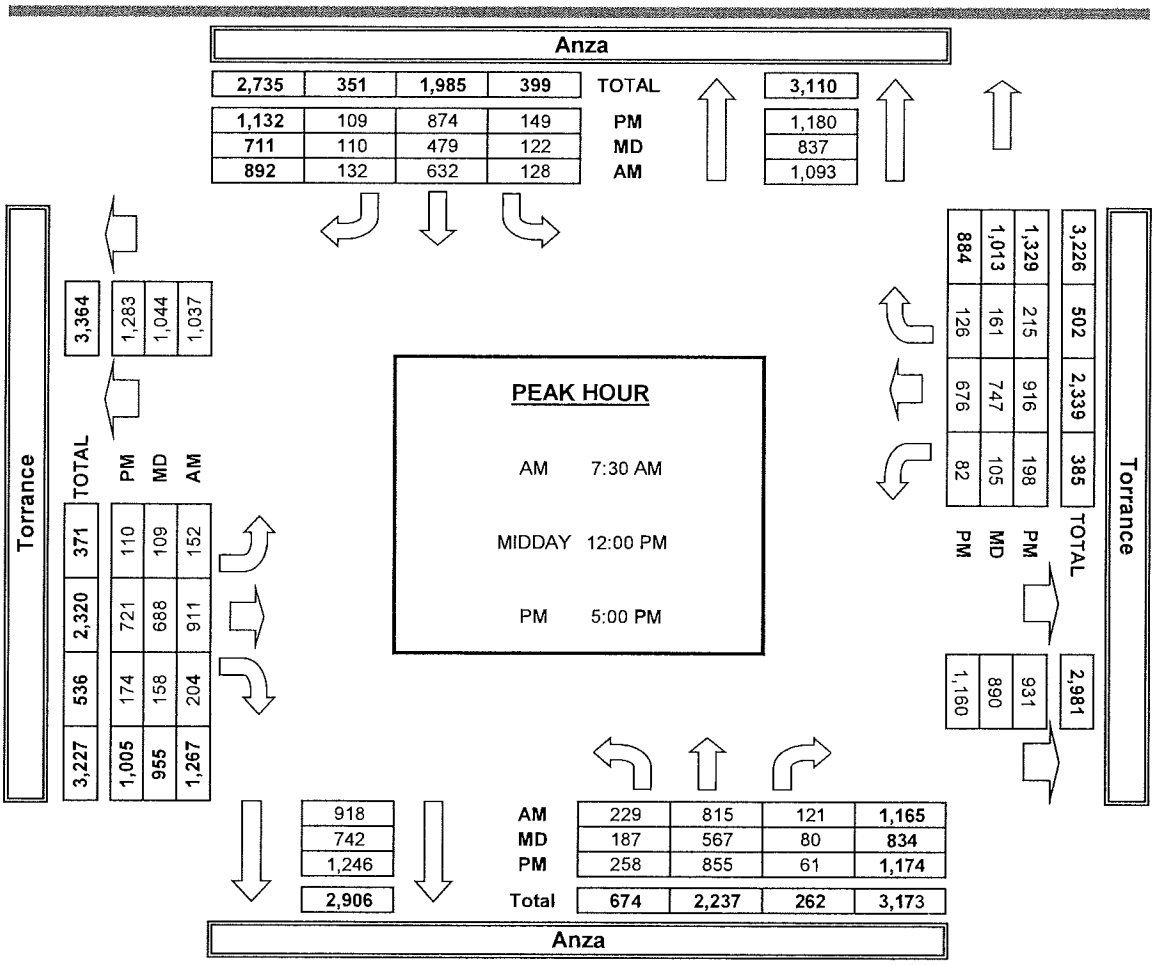


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:				
Tue, May 5, 15	LOCATION:	Torrance	PROJECT #:	SC0610
	NORTH & SOUTH:	Anza	LOCATION #:	2
	EAST & WEST:	Carson	CONTROL:	SIGNAL

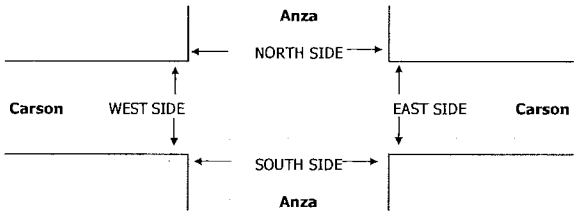
NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

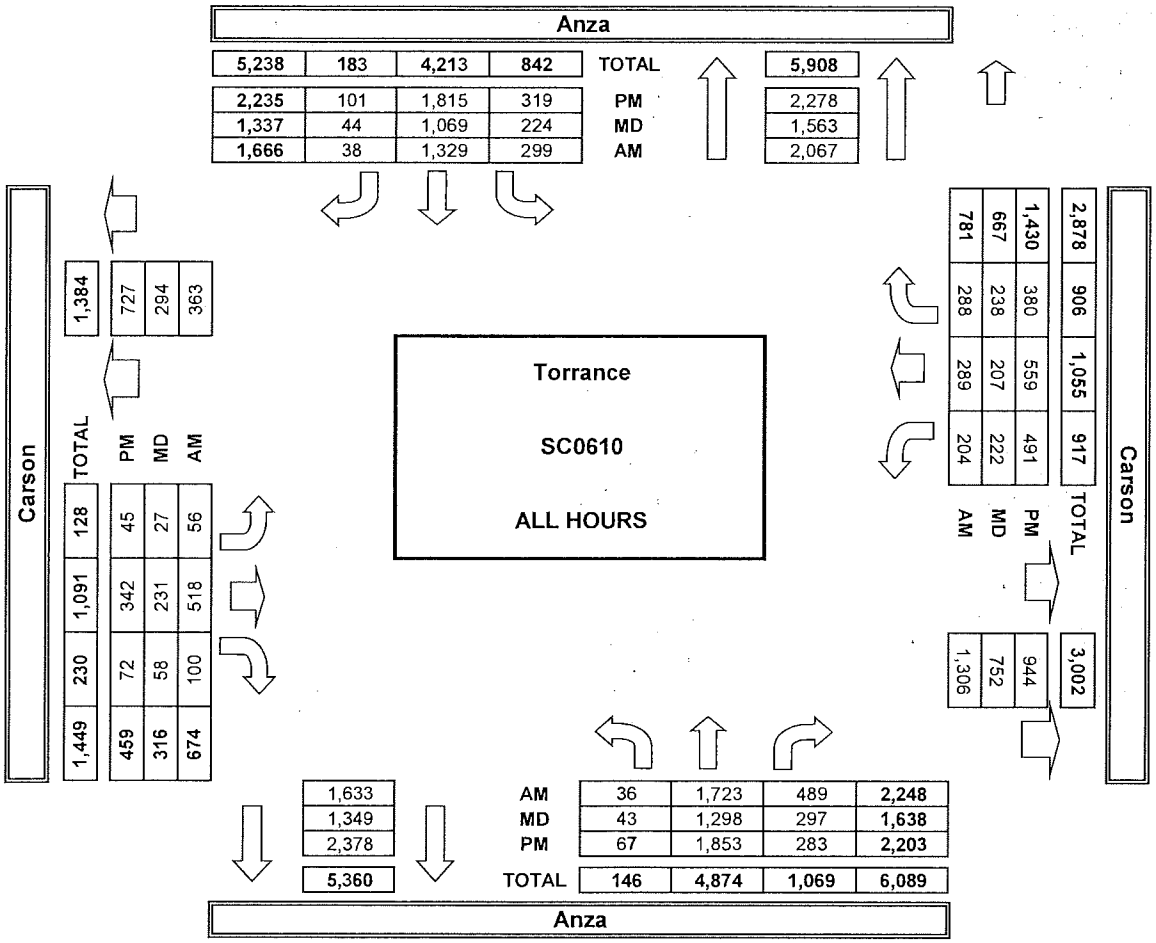
		NORTHBOUND Anza			SOUTHBOUND Anza			EASTBOUND Carson			WESTBOUND Carson				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 2	WT 1	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	2	142	39	22	92	0	5	32	0	11	17	24	386	0	0	0	0	0
	7:15 AM	3	185	47	24	112	3	9	39	8	18	32	47	527	0	0	0	0	0
	7:30 AM	2	242	67	31	141	3	9	72	16	29	54	51	717	0	0	0	0	0
	7:45 AM	8	244	67	47	211	10	6	84	13	48	32	38	808	0	0	0	0	0
	8:00 AM	4	237	57	52	179	7	4	61	11	22	38	22	694	0	0	0	0	0
	8:15 AM	3	201	56	31	172	4	4	73	10	20	32	30	636	0	0	0	0	0
	8:30 AM	4	217	76	32	179	3	5	73	18	25	37	31	700	0	0	0	0	0
	8:45 AM	10	255	80	60	243	8	14	84	24	31	47	45	901	0	0	0	0	0
	VOLUMES	36	1,723	489	299	1,329	38	56	518	100	204	289	288	5,369	0	0	0	0	0
	APPROACH %	2%	77%	22%	18%	80%	2%	8%	77%	15%	26%	37%	37%						
	APP/DEPART	2,248	/	2,067	1,666	/	1,633	674	/	1,306	781	/	363	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	21	910	269	175	773	22	27	291	63	98	154	128	2,931					
	APPROACH %	2%	76%	22%	18%	80%	2%	7%	76%	17%	26%	41%	34%						
	PEAK HR FACTOR		0.870			0.780			0.781			0.772		0.813					
	APP/DEPART	1,200	/	1,065	970	/	934	381	/	735	380	/	197	0					
MIDDAY	11:00 AM	2	161	36	23	124	1	5	27	11	16	24	21	451	0	0	0	0	0
	11:15 AM	8	128	34	27	115	3	6	34	10	23	19	27	434	0	0	0	0	0
	11:30 AM	6	140	40	20	133	9	2	33	3	25	31	28	470	0	0	0	0	0
	11:45 AM	7	182	33	24	132	8	4	21	6	22	21	27	487	0	0	0	0	0
	12:00 PM	10	182	33	37	131	9	3	32	8	32	27	35	539	0	0	0	0	0
	12:15 PM	3	187	40	29	138	8	5	18	6	40	26	29	529	0	0	0	0	0
	12:30 PM	6	145	38	35	132	2	0	35	5	35	28	30	491	0	0	0	0	0
	12:45 PM	1	173	43	29	164	4	2	31	9	29	31	41	557	0	0	0	0	0
	VOLUMES	43	1,298	297	224	1,069	44	27	231	58	222	207	238	3,958	0	0	0	0	0
	APPROACH %	3%	79%	18%	17%	80%	3%	9%	73%	18%	33%	31%	36%						
	APP/DEPART	1,638	/	1,563	1,337	/	1,349	316	/	752	667	/	294	0					
	BEGIN PEAK HR		12:00 PM																
	VOLUMES	20	687	154	130	565	23	10	116	28	136	112	135	2,116					
	APPROACH %	2%	80%	18%	18%	79%	3%	6%	75%	18%	36%	29%	35%						
	PEAK HR FACTOR		0.936			0.911			0.895			0.948		0.950					
	APP/DEPART	861	/	832	718	/	729	154	/	400	383	/	155	0					
PM	4:00 PM	7	227	31	44	232	11	5	33	6	52	54	39	741	0	0	0	0	0
	4:15 PM	10	185	40	40	181	15	10	48	7	51	58	40	685	0	0	0	0	0
	4:30 PM	9	269	30	40	217	12	3	55	8	39	62	44	788	0	0	0	0	0
	4:45 PM	10	247	47	39	229	12	1	44	3	62	64	37	795	0	0	0	0	0
	5:00 PM	6	242	37	46	228	10	6	41	8	102	67	44	837	0	0	0	0	0
	5:15 PM	10	225	27	31	220	9	9	40	15	61	93	55	795	0	0	0	0	0
	5:30 PM	7	231	38	44	245	14	5	43	17	64	91	63	862	0	0	0	0	0
	5:45 PM	8	227	33	35	263	18	6	38	8	60	70	58	824	0	0	0	0	0
	VOLUMES	67	1,853	283	319	1,815	101	45	342	72	491	559	380	6,327	0	0	0	0	0
	APPROACH %	3%	84%	13%	14%	81%	5%	10%	75%	16%	34%	39%	27%						
	APP/DEPART	2,203	/	2,278	2,235	/	2,378	459	/	944	1,430	/	727	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	31	925	135	156	956	51	26	162	48	287	321	220	3,318					
	APPROACH %	3%	85%	12%	13%	82%	4%	11%	69%	20%	35%	39%	27%						
	PEAK HR FACTOR		0.957			0.920			0.908			0.950		0.962					
	APP/DEPART	1,091	/	1,171	1,163	/	1,291	236	/	453	828	/	403	0					

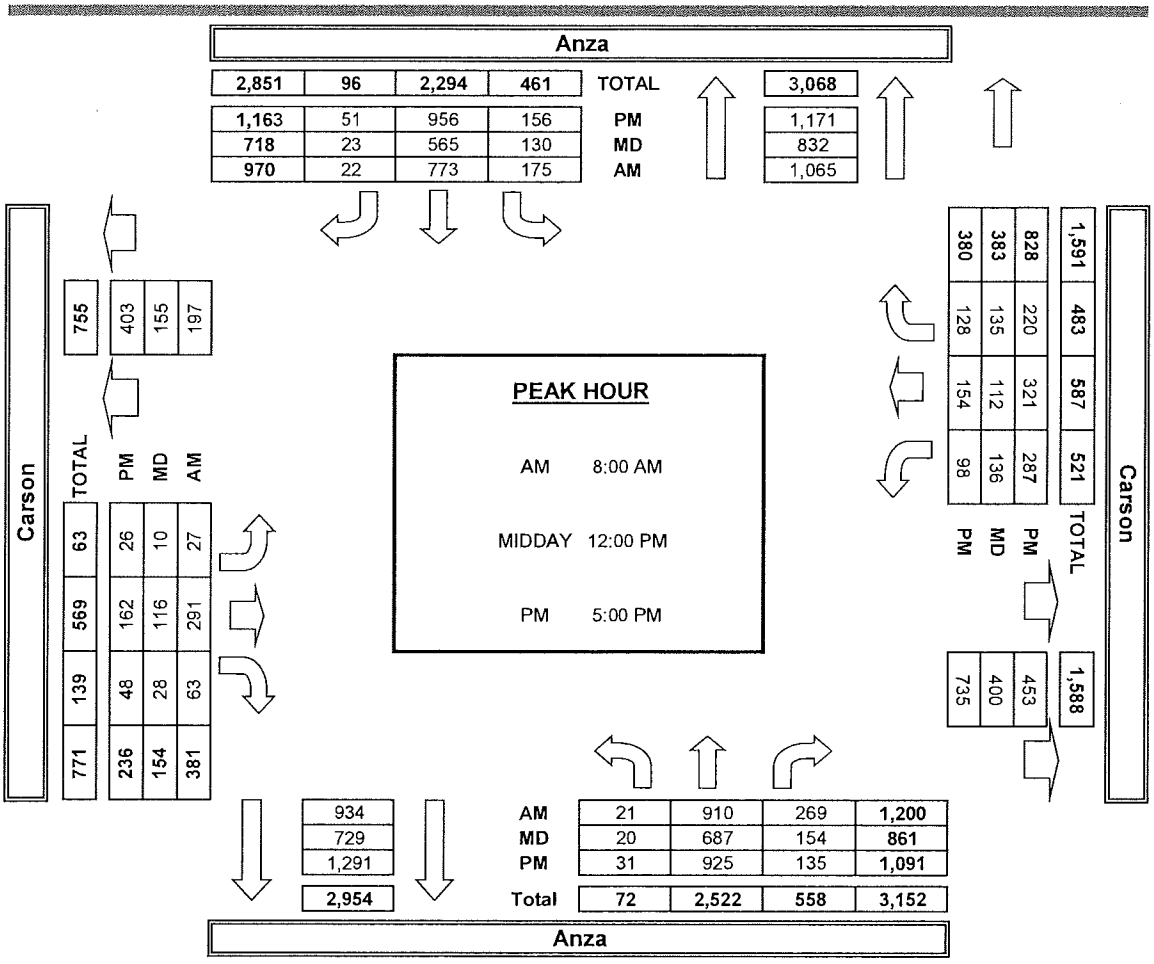


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

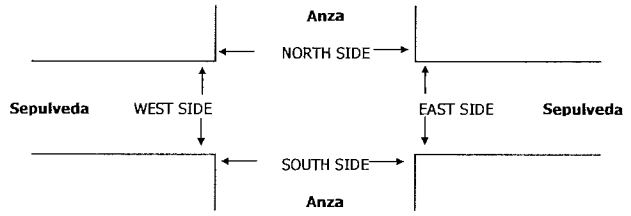
DATE:	LOCATION:	Torrance	PROJECT #:	SC0610
Tue, May 5, 15	NORTH & SOUTH:	Anza	LOCATION #:	3
	EAST & WEST:	Sepulveda	CONTROL:	SIGNAL

NOTES:

AM / PM / MO / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

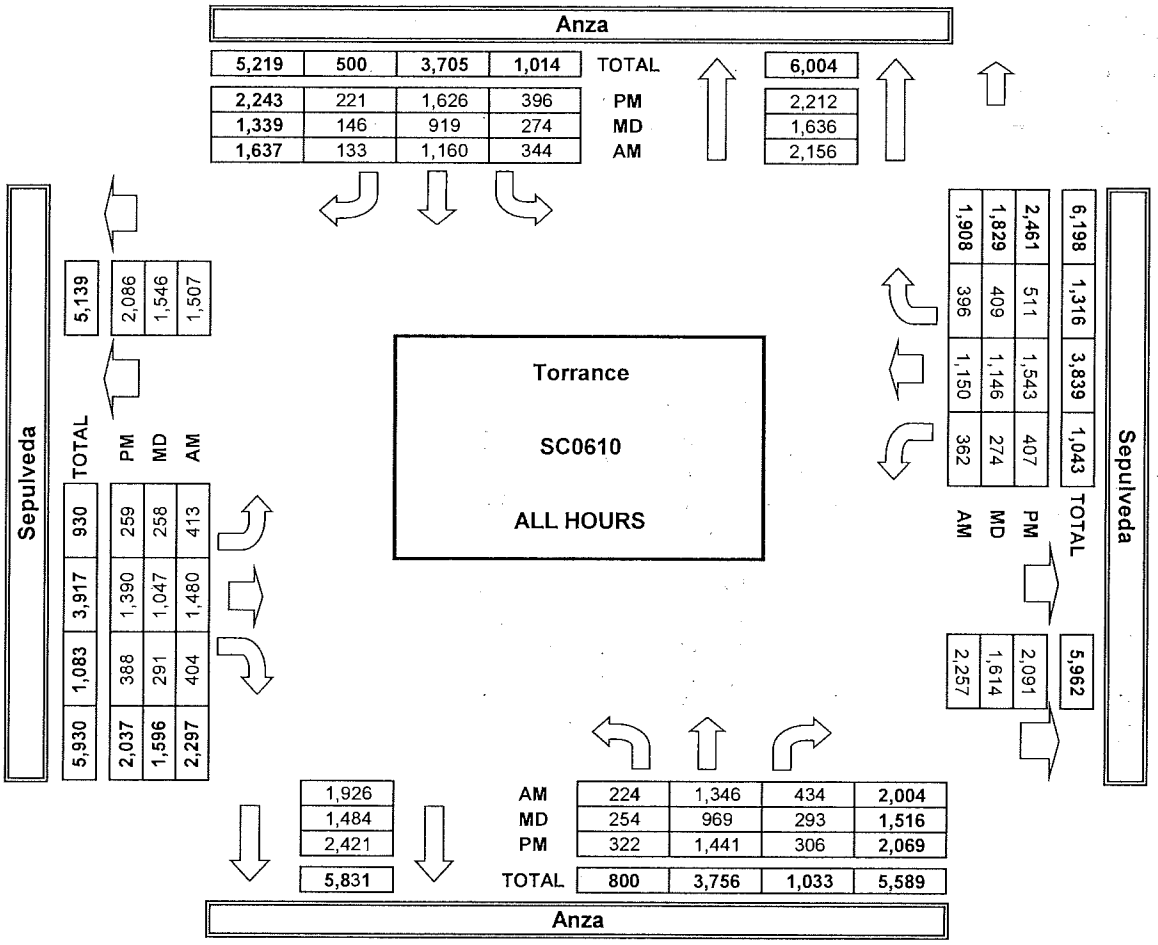
		NORTHBOUND Anza			SOUTHBOUND Anza			EASTBOUND Sepulveda			WESTBOUND Sepulveda				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 1	WL 2	WT 2	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	23	122	47	21	71	7	27	113	35	20	99	18	603	0	0	0	0	0
	7:15 AM	31	127	39	27	95	14	38	131	33	32	146	48	761	0	0	0	0	0
	7:30 AM	28	188	56	38	147	21	56	152	42	50	154	63	995	0	0	0	0	0
	7:45 AM	35	179	62	54	171	29	65	227	66	50	153	52	1,143	0	0	0	0	0
	8:00 AM	23	201	80	53	165	12	55	206	53	37	140	50	1,075	0	1	0	0	1
	8:15 AM	20	139	40	44	146	9	51	222	64	45	157	50	987	0	0	0	0	0
	8:30 AM	35	207	52	51	176	17	55	204	49	50	152	62	1,110	0	0	0	0	0
	8:45 AM	29	183	58	56	189	24	66	225	62	78	149	53	1,172	0	0	0	0	0
	VOLUMES	224	1,346	434	344	1,160	133	413	1,480	404	362	1,150	396	7,846	0	1	0	0	1
	APPROACH %	11%	67%	22%	21%	71%	8%	18%	64%	18%	19%	60%	21%						
	APP/DEPART	2,004	/	2,156	1,637	/	1,926	2,297	/	2,257	1,908	/	1,507	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	107	730	230	204	676	62	227	857	228	210	598	215	4,344					
	APPROACH %	10%	68%	22%	22%	72%	7%	17%	65%	17%	21%	58%	21%						
	PEAK HR FACTOR		0.877			0.875			0.929			0.913		0.927					
	APP/DEPART	1,067	/	1,173	942	/	1,114	1,312	/	1,290	1,023	/	767	0					
MIDDAY	11:00 AM	23	123	35	32	110	16	24	126	39	24	125	37	714	0	0	0	0	0
	11:15 AM	32	106	36	32	96	14	27	138	49	21	153	44	748	0	0	0	0	0
	11:30 AM	44	149	37	18	125	23	23	132	31	34	125	50	791	0	0	0	0	0
	11:45 AM	34	115	34	29	109	18	44	137	39	36	166	58	819	0	0	0	0	0
	12:00 PM	30	123	29	40	123	17	42	126	29	40	149	60	808	0	0	0	0	0
	12:15 PM	34	124	48	45	94	19	32	126	26	42	162	52	804	0	0	0	0	0
	12:30 PM	35	122	39	35	131	23	31	116	37	36	118	60	783	0	0	0	0	0
	12:45 PM	22	107	35	43	131	16	35	146	41	41	148	48	813	0	0	0	0	0
	VOLUMES	254	969	293	274	919	146	258	1,047	291	274	1,146	409	6,280	0	0	0	0	0
	APPROACH %	17%	64%	19%	20%	69%	11%	16%	66%	18%	15%	63%	22%						
	APP/DEPART	1,516	/	1,636	1,339	/	1,484	1,596	/	1,614	1,829	/	1,546	0					
	BEGIN PEAK HR		11:30 AM																
	VOLUMES	142	511	148	132	451	77	141	521	125	152	602	220	3,222					
	APPROACH %	18%	64%	18%	20%	68%	12%	18%	66%	16%	16%	62%	23%						
	PEAK HR FACTOR		0.871			0.917			0.894			0.937		0.984					
	APP/DEPART	801	/	872	660	/	728	787	/	801	974	/	821	0					
PM	4:00 PM	38	186	50	52	213	24	21	177	36	52	138	49	1,036	0	0	0	0	0
	4:15 PM	31	133	39	48	145	24	35	168	50	39	177	60	949	0	0	0	0	0
	4:30 PM	48	227	46	42	191	30	33	167	53	48	184	55	1,124	0	1	0	0	1
	4:45 PM	45	165	29	51	167	25	30	183	42	37	206	80	1,060	0	0	0	0	0
	5:00 PM	41	201	49	48	242	30	43	156	54	60	205	69	1,198	0	0	0	0	0
	5:15 PM	28	164	27	43	194	35	31	207	70	56	200	70	1,125	0	0	0	0	0
	5:30 PM	49	184	32	56	243	30	42	170	44	48	192	61	1,151	0	0	0	0	0
	5:45 PM	42	181	34	56	231	23	24	162	39	67	241	67	1,167	0	0	0	0	0
	VOLUMES	322	1,441	306	396	1,626	221	259	1,390	388	407	1,543	511	8,810	0	1	0	0	1
	APPROACH %	16%	70%	15%	18%	72%	10%	13%	68%	19%	17%	63%	21%						
	APP/DEPART	2,069	/	2,212	2,243	/	2,421	2,037	/	2,091	2,461	/	2,086	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	160	730	142	203	910	118	140	695	207	231	838	267	4,641					
	APPROACH %	16%	71%	14%	16%	74%	10%	13%	67%	20%	17%	63%	20%						
	PEAK HR FACTOR		0.887			0.935			0.846			0.891		0.968					
	APP/DEPART	1,032	/	1,137	1,231	/	1,348	1,042	/	1,040	1,336	/	1,116	0					

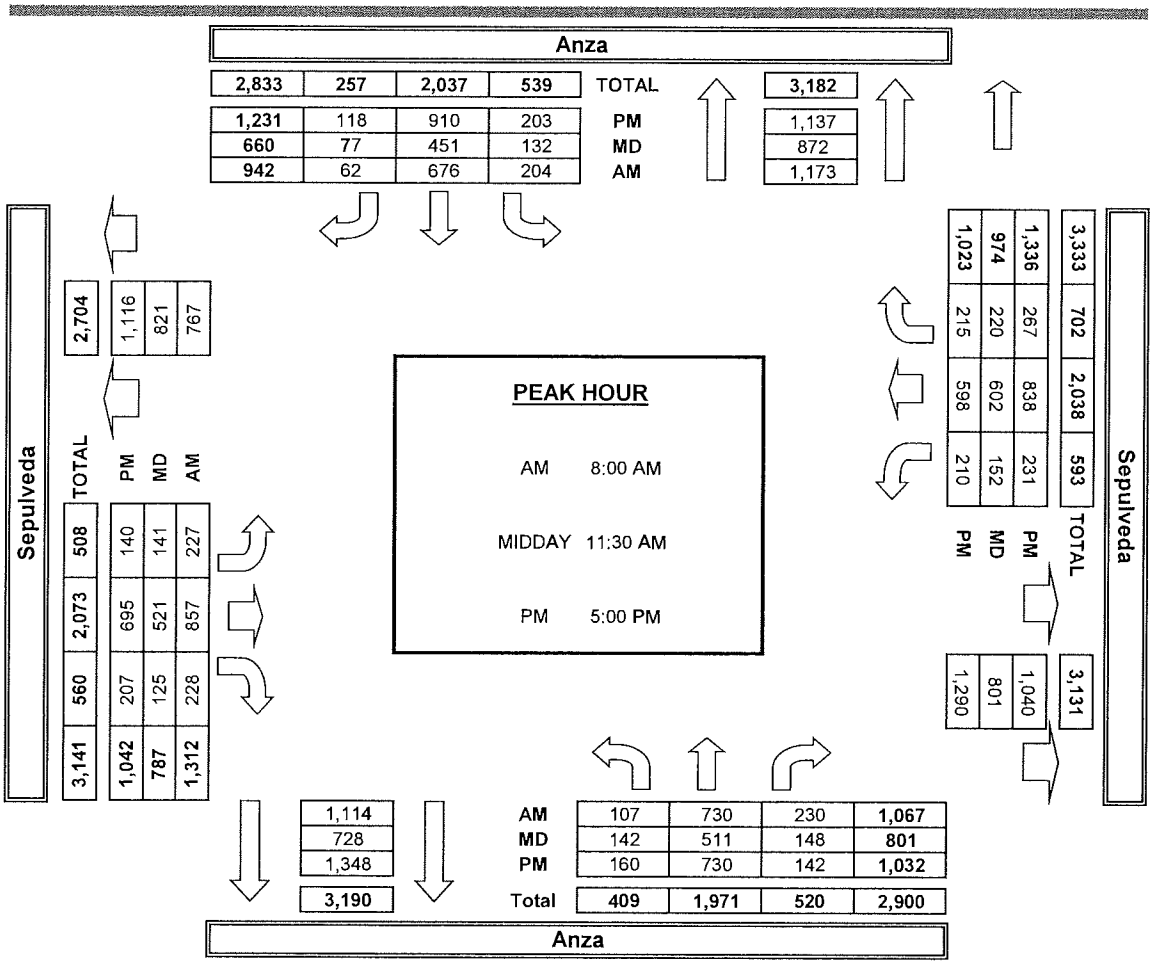


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

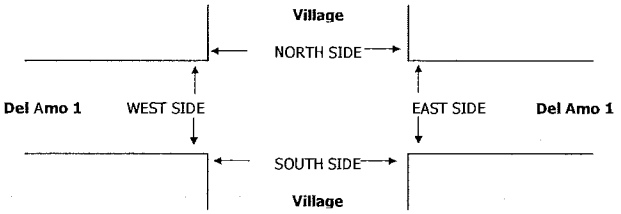
DATE:				
Tue, May 5, 15	LOCATION:	Torrance	PROJECT #:	SC0610
	NORTH & SOUTH:	Village	LOCATION #:	4
	EAST & WEST:	Del Amo 1	CONTROL:	Stop SB

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

☑ Add U-Turns to Left Turns

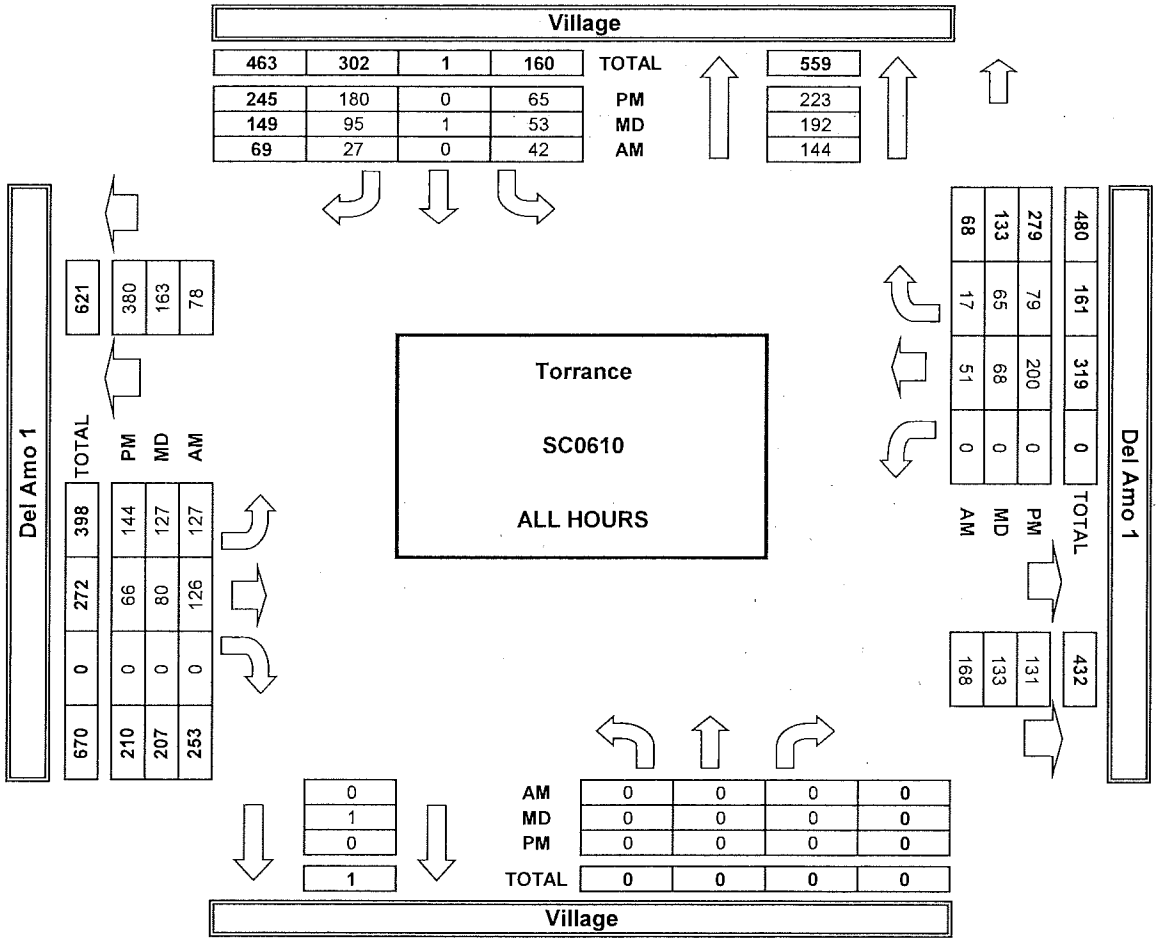
		NORTHBOUND Village			SOUTHBOUND Village			EASTBOUND Del Amo 1			WESTBOUND Del Amo 1				U-TURNS				
	LANES:	NL x	NT x	NR x	SL 0	ST x	SR 0	EL 1	ET 1	ER 0	WL 0	WT 1	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	0	0	0	1	0	1	8	9	0	0	2	1	22	0	0	0	0	0
	7:15 AM	0	0	0	3	0	0	15	7	0	0	2	1	28	0	0	0	0	0
	7:30 AM	0	0	0	0	0	2	9	13	0	0	7	2	33	0	0	0	0	0
	7:45 AM	0	0	0	6	0	4	17	17	0	0	8	2	54	0	0	0	0	0
	8:00 AM	0	0	0	6	0	4	9	14	0	0	6	1	40	0	0	0	0	0
	8:15 AM	0	0	0	5	0	7	23	20	0	0	8	2	65	0	0	0	0	0
	8:30 AM	0	0	0	12	0	5	25	26	0	0	8	4	80	0	0	0	0	0
	8:45 AM	0	0	0	9	0	4	21	20	0	0	10	4	68	0	0	0	0	0
	VOLUMES	0	0	0	42	0	27	127	126	0	0	51	17	390	0	0	0	0	0
	APPROACH %	0%	0%	0%	61%	0%	39%	50%	50%	0%	0%	75%	25%						
	APP/DEPART	0	/	144	69	/	0	253	/	168	68	/	78	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	32	0	20	78	80	0	0	32	11	253					
	APPROACH %	0%	0%	0%	62%	0%	38%	49%	51%	0%	0%	74%	26%						
	PEAK HR FACTOR		0.000			0.765			0.775			0.768		0.791					
	APP/DEPART	0	/	89	52	/	0	158	/	112	43	/	52	0					
MIDDAY	11:00 AM	0	0	0	3	0	6	16	10	0	0	6	4	45	0	0	0	0	0
	11:15 AM	0	0	0	4	0	6	8	8	0	0	8	7	41	0	0	0	0	0
	11:30 AM	0	0	0	4	0	11	19	9	0	0	4	11	58	0	0	0	0	0
	11:45 AM	0	0	0	7	0	15	11	7	0	0	6	4	50	0	0	0	0	0
	12:00 PM	0	0	0	3	1	14	16	7	0	0	13	7	61	0	0	0	0	0
	12:15 PM	0	0	0	11	0	8	18	4	0	0	10	9	60	0	0	0	0	0
	12:30 PM	0	0	0	9	0	20	18	22	0	0	15	18	102	0	0	0	0	0
	12:45 PM	0	0	0	12	0	15	21	13	0	0	6	5	72	0	0	0	0	0
	VOLUMES	0	0	0	53	1	95	127	80	0	0	68	65	489	0	0	0	0	0
	APPROACH %	0%	0%	0%	36%	1%	64%	61%	39%	0%	0%	51%	49%						
	APP/DEPART	0	/	192	149	/	1	207	/	133	133	/	163	0					
	BEGIN PEAK HR		12:00 PM																
	VOLUMES	0	0	0	35	1	57	73	46	0	0	44	39	295					
	APPROACH %	0%	0%	0%	38%	1%	61%	61%	39%	0%	0%	53%	47%						
	PEAK HR FACTOR		0.000			0.802			0.744			0.629		0.723					
	APP/DEPART	0	/	112	93	/	1	119	/	81	83	/	101	0					
PM	4:00 PM	0	0	0	8	0	16	9	8	0	0	16	6	63	0	0	0	0	0
	4:15 PM	0	0	0	3	0	18	22	9	0	0	7	7	66	0	0	0	0	0
	4:30 PM	0	0	0	10	0	20	19	8	0	0	24	5	86	0	0	0	0	0
	4:45 PM	0	0	0	10	0	17	19	8	0	0	29	7	90	0	0	0	0	0
	5:00 PM	0	0	0	8	0	37	14	10	0	0	28	14	111	0	0	0	0	0
	5:15 PM	0	0	0	11	0	27	19	8	0	0	30	12	107	0	0	0	0	0
	5:30 PM	0	0	0	7	0	20	24	10	0	0	35	14	110	0	0	0	0	0
	5:45 PM	0	0	0	8	0	25	18	5	0	0	31	14	101	0	0	0	0	0
	VOLUMES	0	0	0	65	0	180	144	66	0	0	200	79	734	0	0	0	0	0
	APPROACH %	0%	0%	0%	27%	0%	73%	69%	31%	0%	0%	72%	28%						
	APP/DEPART	0	/	223	245	/	0	210	/	131	279	/	380	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	34	0	109	75	33	0	0	124	54	429					
	APPROACH %	0%	0%	0%	24%	0%	76%	69%	31%	0%	0%	70%	30%						
	PEAK HR FACTOR		0.000			0.794			0.794			0.908		0.966					
	APP/DEPART	0	/	129	143	/	0	108	/	67	178	/	233	0					

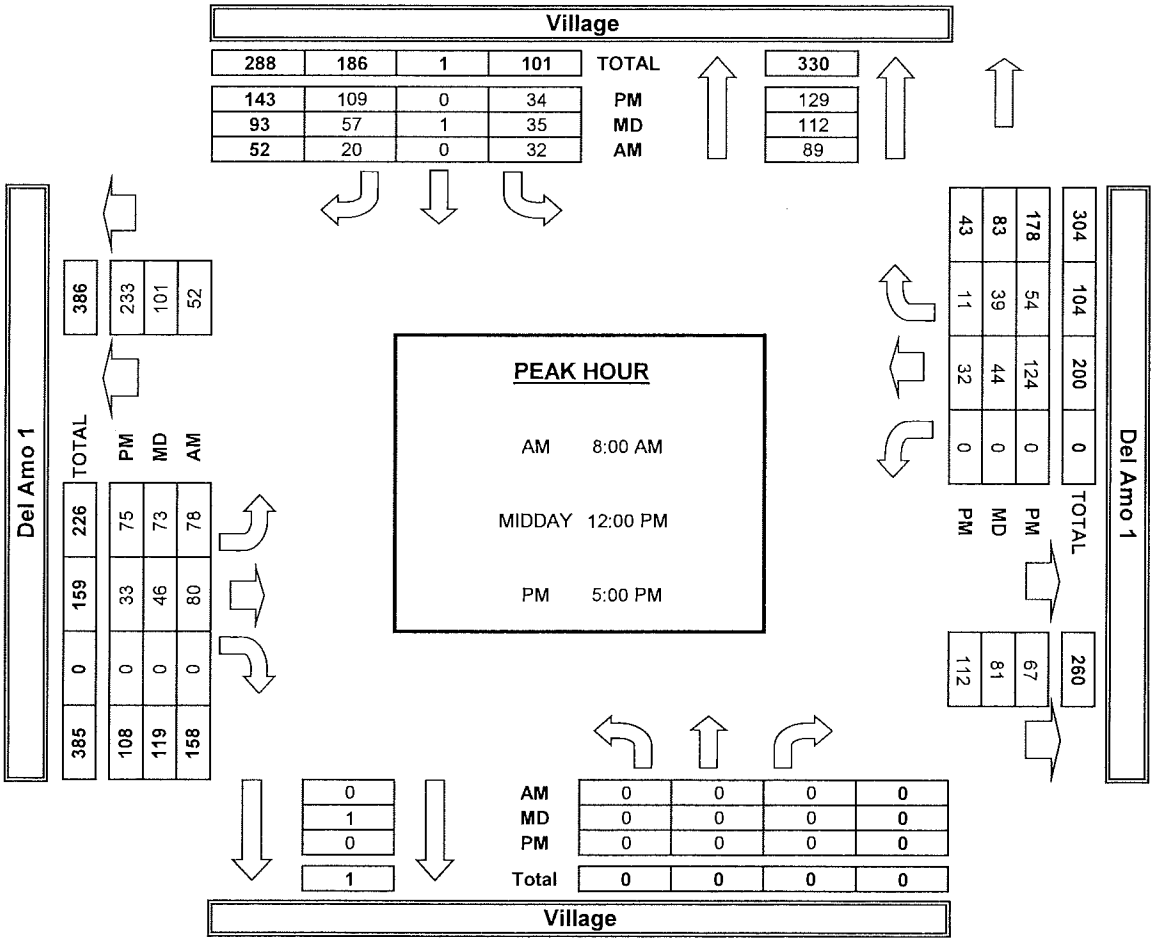


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

DATE:	LOCATION:	Torrance	PROJECT #:	SC0610
Tue, May 5, 15	NORTH & SOUTH:	Del Amo	LOCATION #:	5
	EAST & WEST:	Carson	CONTROL:	STOP N/S

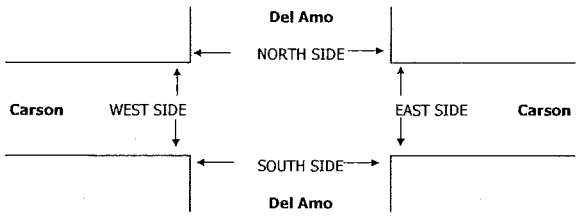
NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

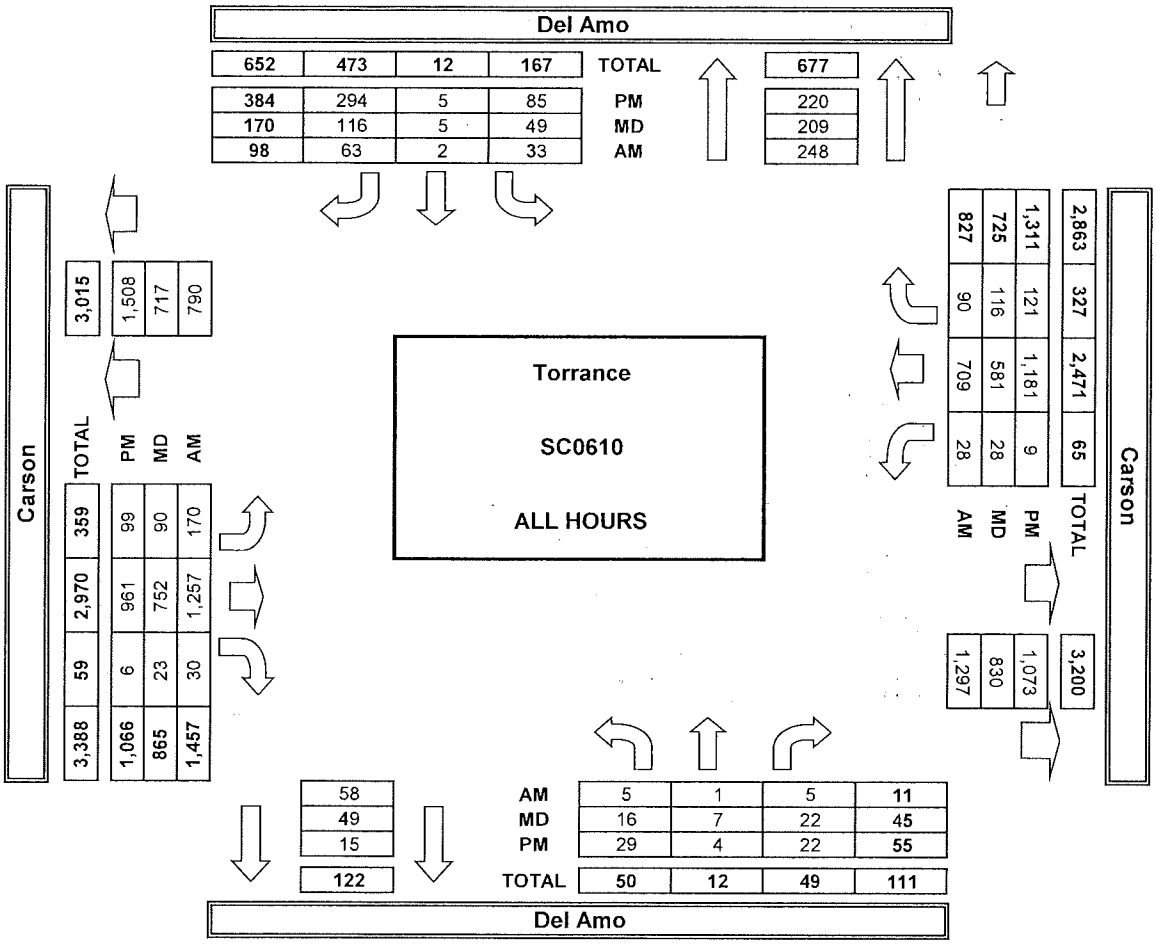
		NORTHBOUND Del Amo			SOUTHBOUND Del Amo			EASTBOUND Carson			WESTBOUND Carson				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	1	0	4	0	3	7	103	2	1	52	5	178	0	0	1	0	1
	7:15 AM	1	0	0	4	0	2	14	109	1	0	94	6	231	0	0	0	0	0
	7:30 AM	0	0	0	6	0	7	20	165	2	0	125	7	332	0	0	3	0	3
	7:45 AM	0	0	0	5	0	9	23	188	4	5	122	12	368	0	0	1	0	1
	8:00 AM	1	0	1	2	1	8	16	188	2	2	73	8	302	0	0	1	0	1
	8:15 AM	0	0	1	6	1	12	26	148	4	3	72	16	289	0	0	2	1	3
	8:30 AM	2	0	1	3	0	10	36	154	7	7	70	22	312	0	0	2	1	3
	8:45 AM	1	0	2	3	0	12	28	202	8	10	101	14	381	0	0	3	0	3
	VOLUMES	5	1	5	33	2	63	170	1,257	30	28	709	90	2,393	0	0	13	2	15
	APPROACH %	45%	9%	45%	34%	2%	64%	12%	86%	2%	3%	86%	11%						
	APP/DEPART	11	/	248	98	/	58	1,457	/	1,297	827	/	790	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	0	2	19	2	36	85	689	12	10	392	43	1,291					
	APPROACH %	33%	0%	67%	33%	4%	63%	11%	88%	2%	2%	88%	10%						
	PEAK HR FACTOR		0.375			0.750			0.914			0.800		0.877					
	APP/DEPART	3	/	121	57	/	23	786	/	711	445	/	436	0					
MIDDAY	11:00 AM	2	0	3	4	1	5	10	84	3	5	64	14	195	0	0	0	1	1
	11:15 AM	2	0	2	8	0	7	6	104	2	6	67	10	214	0	0	0	2	2
	11:30 AM	1	0	4	5	1	15	11	89	4	3	74	19	226	0	0	1	1	2
	11:45 AM	2	2	3	6	1	17	7	86	1	3	57	13	198	0	0	1	0	1
	12:00 PM	3	0	3	8	0	14	13	101	1	3	80	16	242	0	0	1	2	3
	12:15 PM	2	4	2	8	1	12	7	95	3	2	73	12	221	0	0	0	0	0
	12:30 PM	0	0	3	6	0	28	17	95	3	2	84	17	255	0	0	0	0	0
	12:45 PM	4	1	2	4	1	18	19	98	6	4	82	15	254	0	0	1	1	2
	VOLUMES	16	7	22	49	5	116	90	752	23	28	581	116	1,805	0	0	4	7	11
	APPROACH %	36%	16%	49%	29%	3%	68%	10%	87%	3%	4%	80%	16%						
	APP/DEPART	45	/	209	170	/	49	865	/	830	725	/	717	0					
	BEGIN PEAK HR		12:00 PM																
	VOLUMES	9	5	10	26	2	72	56	389	13	11	319	60	972					
	APPROACH %	38%	21%	42%	26%	2%	72%	12%	85%	3%	3%	82%	15%						
	PEAK HR FACTOR		0.750			0.735			0.931			0.947		0.953					
	APP/DEPART	24	/	119	100	/	23	458	/	428	390	/	402	0					
PM	4:00 PM	3	0	3	10	2	24	5	112	1	0	121	14	295	0	0	0	0	0
	4:15 PM	0	0	0	2	0	22	17	125	0	1	134	12	313	0	0	0	0	0
	4:30 PM	1	2	2	5	0	31	8	137	1	0	121	23	331	0	0	1	0	1
	4:45 PM	2	0	4	11	2	38	15	139	2	2	136	18	369	0	0	0	0	0
	5:00 PM	7	2	3	20	0	48	9	122	1	2	165	13	392	0	0	1	2	3
	5:15 PM	6	0	3	12	0	41	13	101	0	2	201	14	393	0	0	0	1	1
	5:30 PM	6	0	6	17	1	38	15	120	0	2	150	14	369	0	0	1	2	3
	5:45 PM	4	0	1	8	0	52	17	105	1	0	153	13	354	0	0	1	0	1
	VOLUMES	29	4	22	85	5	294	99	961	6	9	1,181	121	2,816	0	0	4	5	9
	APPROACH %	53%	7%	40%	22%	1%	77%	9%	90%	1%	1%	90%	9%						
	APP/DEPART	55	/	220	384	/	15	1,066	/	1,073	1,311	/	1,508	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	21	2	16	60	3	165	52	482	3	8	652	59	1,523					
	APPROACH %	54%	5%	41%	26%	1%	72%	10%	90%	1%	1%	91%	8%						
	PEAK HR FACTOR		0.813			0.838			0.861			0.828		0.969					
	APP/DEPART	39	/	111	228	/	9	537	/	563	719	/	840	0					

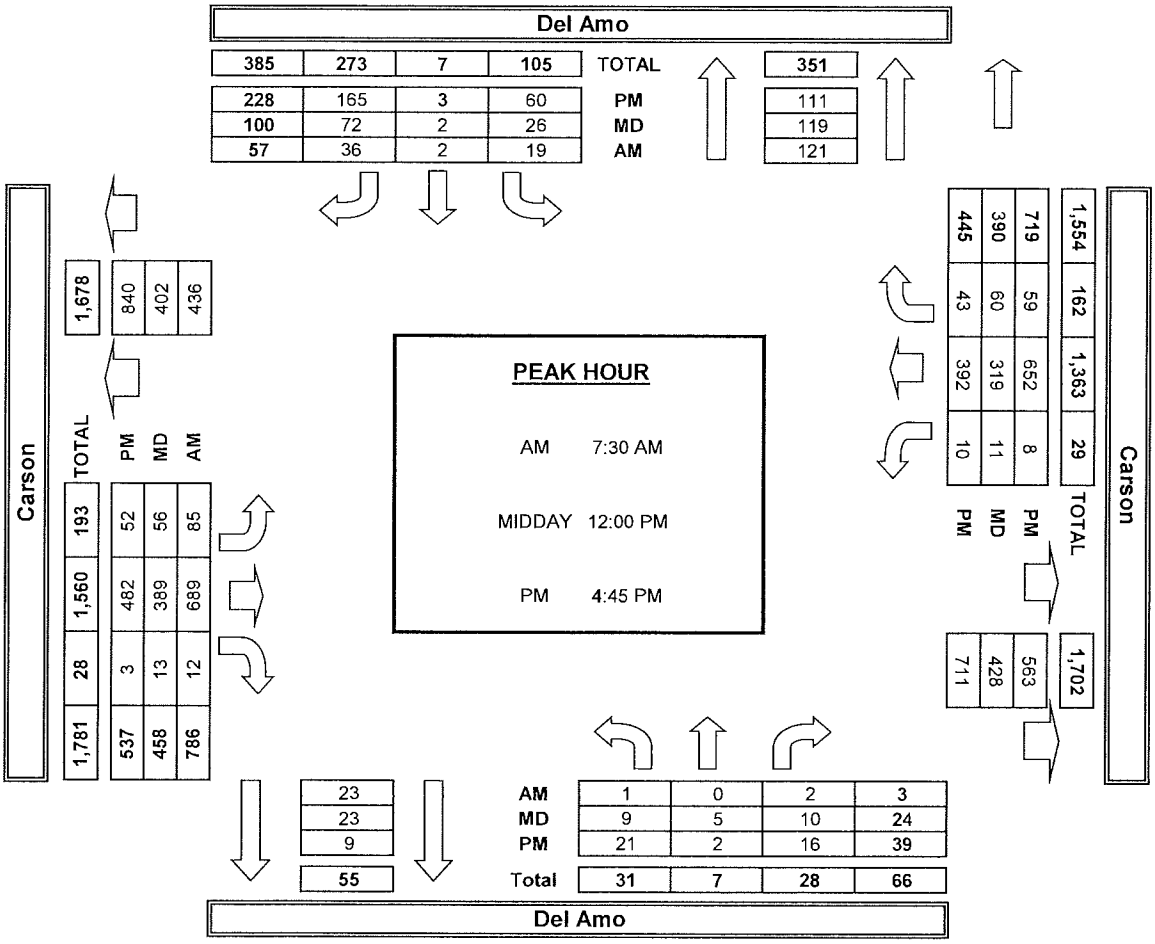


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

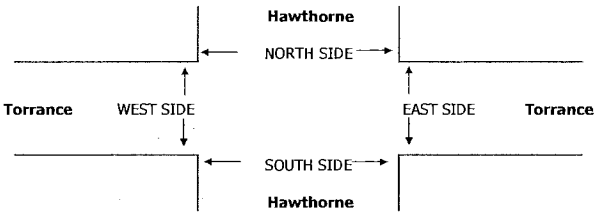
DATE:	LOCATION:	Torrance	PROJECT #:	SC0610
Tue, May 5, 15	NORTH & SOUTH:	Hawthorne	LOCATION #:	6
	EAST & WEST:	Torrance	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ◄ W, ▲ N, S ▼, E ►

☑ Add U-Turns to Left Turns

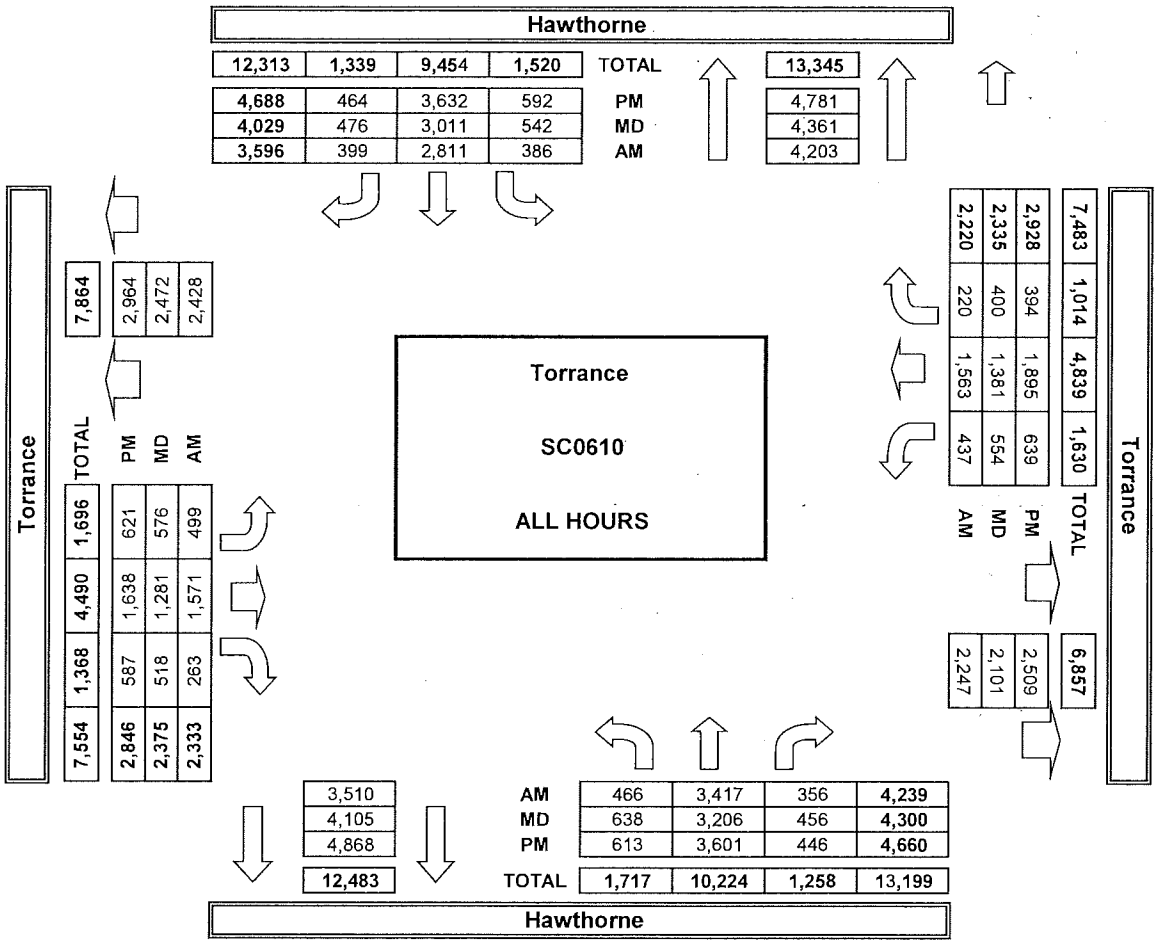
		NORTHBOUND Hawthorne			SOUTHBOUND Hawthorne			EASTBOUND Torrance			WESTBOUND Torrance				U-TURNS				
	LANES:	NL 2	NT 4	NR 1	SL 2	ST 4	SR 1	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	47	326	30	32	224	29	52	119	16	25	123	20	1,043	0	8	0	0	8
	7:15 AM	38	494	37	27	278	51	58	137	33	36	143	28	1,360	0	6	0	0	6
	7:30 AM	57	435	35	35	324	59	61	209	38	34	246	22	1,555	0	4	0	0	4
	7:45 AM	61	494	54	55	373	54	65	260	42	48	220	29	1,755	0	6	0	0	6
	8:00 AM	59	431	58	45	388	54	72	211	36	60	165	28	1,607	0	4	0	0	4
	8:15 AM	69	428	43	52	370	46	66	211	31	70	190	27	1,603	0	13	0	1	14
	8:30 AM	73	391	46	62	451	51	61	203	31	86	254	25	1,734	0	16	0	0	16
	8:45 AM	62	418	53	78	403	55	64	221	36	78	222	41	1,731	0	10	0	0	10
	VOLUMES	466	3,417	356	386	2,811	399	499	1,571	263	437	1,563	220	12,388	0	67	0	1	68
	APPROACH %	11%	81%	8%	11%	78%	11%	21%	67%	11%	20%	70%	10%						
	APP/DEPART	4,239	/	4,203	3,596	/	3,510	2,333	/	2,247	2,220	/	2,428	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	262	1,744	201	214	1,582	205	264	885	140	264	829	109	6,699					
	APPROACH %	12%	79%	9%	11%	79%	10%	20%	69%	11%	22%	69%	9%						
	PEAK HR FACTOR		0.906			0.887			0.878			0.823		0.954					
	APP/DEPART	2,207	/	2,156	2,001	/	1,985	1,289	/	1,262	1,202	/	1,296	0					
MIDDAY	11:00 AM	64	324	43	55	387	59	69	136	50	52	129	43	1,411	0	16	1	0	17
	11:15 AM	82	474	53	53	333	73	55	129	62	63	164	43	1,584	1	14	0	0	15
	11:30 AM	53	329	57	73	365	54	54	164	72	80	189	42	1,532	1	20	0	0	21
	11:45 AM	95	441	63	69	418	55	89	146	62	75	163	44	1,720	3	25	0	2	30
	12:00 PM	92	368	54	52	372	56	73	162	68	85	211	52	1,645	5	19	0	0	24
	12:15 PM	70	385	58	78	379	65	87	189	70	67	183	63	1,694	4	28	0	0	32
	12:30 PM	95	419	60	88	378	48	77	159	71	65	173	72	1,705	5	28	0	0	33
	12:45 PM	87	466	68	74	379	66	72	196	63	67	169	41	1,748	5	30	0	0	35
	VOLUMES	638	3,206	456	542	3,011	476	576	1,281	518	554	1,381	400	13,039	24	180	1	2	207
	APPROACH %	15%	75%	11%	13%	75%	12%	24%	54%	22%	24%	59%	17%						
	APP/DEPART	4,300	/	4,361	4,029	/	4,105	2,375	/	2,101	2,335	/	2,472	0					
	BEGIN PEAK HR		12:00 PM																
	VOLUMES	344	1,638	240	292	1,508	235	309	706	272	284	736	228	6,792					
	APPROACH %	15%	74%	11%	14%	74%	12%	24%	55%	21%	23%	59%	18%						
	PEAK HR FACTOR		0.895			0.975			0.930			0.897		0.971					
	APP/DEPART	2,222	/	2,280	2,035	/	2,083	1,287	/	1,133	1,248	/	1,296	0					
PM	4:00 PM	88	399	57	72	431	59	73	198	67	78	217	51	1,790	1	19	0	0	20
	4:15 PM	82	479	62	67	469	47	71	165	73	59	203	46	1,823	2	18	0	0	20
	4:30 PM	74	399	56	66	396	51	84	195	67	72	220	43	1,723	2	23	0	0	25
	4:45 PM	73	459	43	74	478	71	62	235	83	94	237	54	1,963	2	20	0	0	22
	5:00 PM	86	495	53	91	486	67	86	248	69	82	228	57	2,048	0	22	0	0	22
	5:15 PM	72	478	73	60	404	45	90	225	77	81	265	40	1,910	1	17	2	0	20
	5:30 PM	61	431	53	72	501	60	95	210	80	89	273	50	1,975	1	23	0	0	24
	5:45 PM	77	461	49	90	467	64	60	162	71	84	252	53	1,890	1	25	0	0	26
	VOLUMES	613	3,601	446	592	3,632	464	621	1,638	587	639	1,895	394	15,122	10	167	2	0	179
	APPROACH %	13%	77%	10%	13%	77%	10%	22%	58%	21%	22%	65%	13%						
	APP/DEPART	4,660	/	4,781	4,688	/	4,868	2,846	/	2,509	2,928	/	2,964	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	292	1,863	222	297	1,869	243	333	918	309	346	1,003	201	7,896					
	APPROACH %	12%	78%	9%	12%	78%	10%	21%	59%	20%	22%	65%	13%						
	PEAK HR FACTOR		0.937			0.935			0.968			0.941		0.964					
	APP/DEPART	2,377	/	2,477	2,409	/	2,528	1,560	/	1,355	1,550	/	1,536	0					

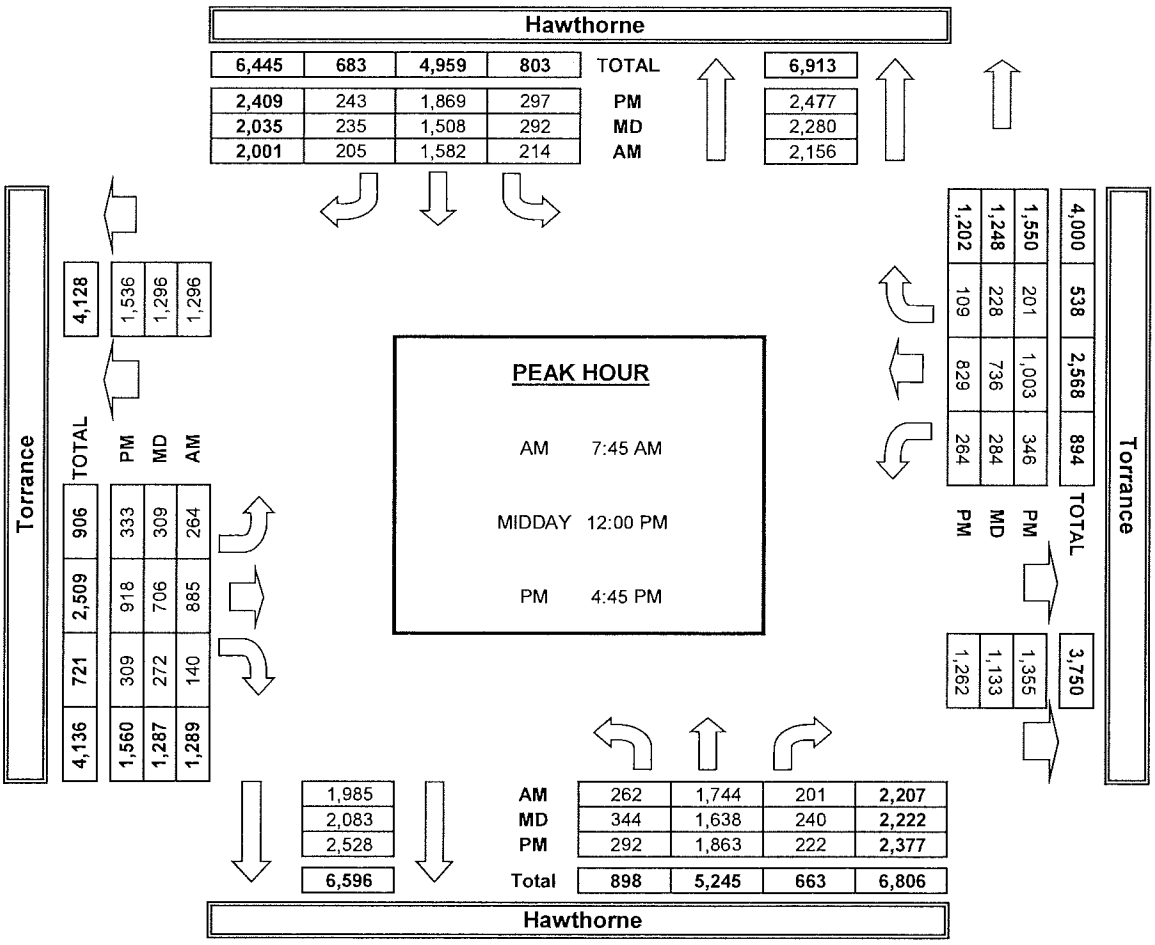


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

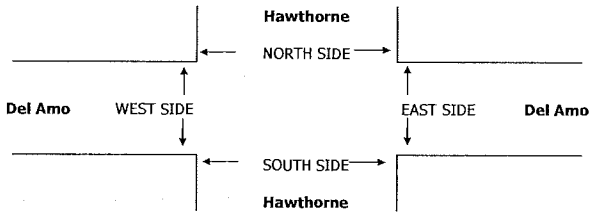
DATE:	LOCATION:	Torrance	PROJECT #:	SC0610
Tue, May 5, 15	NORTH & SOUTH:	Hawthorne	LOCATION #:	7
	EAST & WEST:	Del Amo	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ◄ W, E ►, ▲ N, S ▼

☑ Add U-Turns to Left Turns

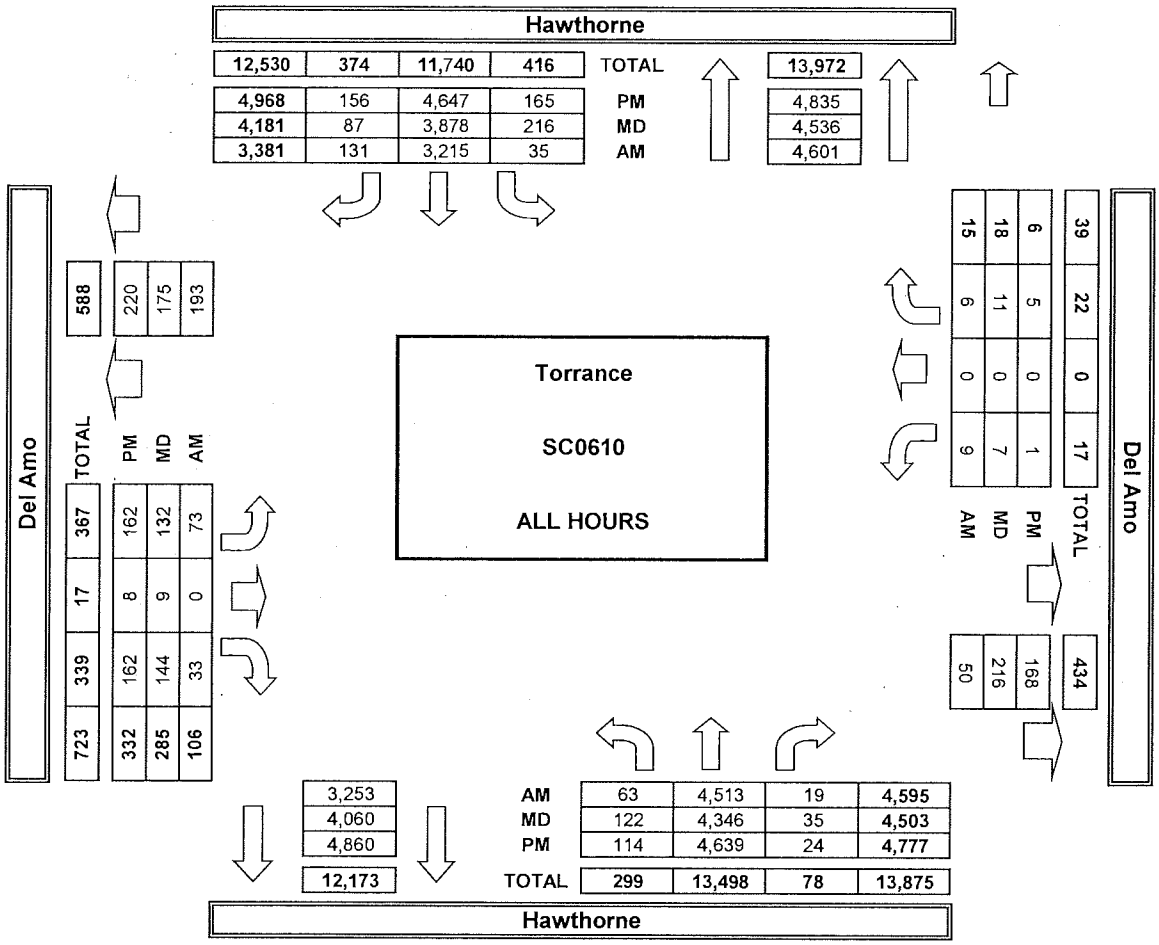
		NORTHBOUND Hawthorne			SOUTHBOUND Hawthorne			EASTBOUND Del Amo			WESTBOUND Del Amo				U-TURNS				
	LANES:	NL 1	NT 4	NR 0	SL 2	ST 4	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	424	3	2	232	3	7	0	3	2	0	1	680	0	0	0	1	1
	7:15 AM	3	568	5	4	317	3	3	0	2	1	0	1	907	0	1	0	1	2
	7:30 AM	3	556	2	5	372	9	13	0	1	1	0	0	962	0	2	0	0	2
	7:45 AM	6	667	1	4	439	9	12	0	9	0	0	1	1,148	0	2	0	0	2
	8:00 AM	4	604	2	4	485	14	9	0	3	0	0	1	1,126	0	1	0	0	1
	8:15 AM	17	567	1	5	431	30	7	0	1	3	0	0	1,062	0	0	0	2	2
	8:30 AM	13	546	0	5	434	31	14	0	8	0	0	1	1,052	1	2	0	0	3
	8:45 AM	14	581	5	6	505	32	8	0	6	2	0	1	1,160	0	1	0	1	2
	VOLUMES	63	4,513	19	35	3,215	131	73	0	33	9	0	6	8,097	1	9	0	5	15
	APPROACH %	1%	98%	0%	1%	95%	4%	69%	0%	31%	60%	0%	40%						
	APP/DEPART	4,595	/	4,601	3,381	/	3,253	106	/	50	15	/	193	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	48	2,298	8	20	1,855	107	38	0	18	5	0	3	4,400					
	APPROACH %	2%	98%	0%	1%	94%	5%	68%	0%	32%	63%	0%	38%						
	PEAK HR FACTOR		0.965			0.913			0.636			0.667		0.948					
	APP/DEPART	2,354	/	2,343	1,982	/	1,876	56	/	27	8	/	154	0					
MIDDAY	11:00 AM	9	448	2	19	428	6	13	0	13	1	0	1	940	2	6	0	1	9
	11:15 AM	13	574	1	23	437	6	19	2	14	2	0	0	1,091	3	4	0	1	8
	11:30 AM	18	530	8	26	475	9	9	1	21	2	0	5	1,104	2	7	0	1	10
	11:45 AM	8	596	5	28	509	10	14	1	15	0	0	1	1,187	4	7	0	0	11
	12:00 PM	20	510	5	28	494	10	21	2	21	1	0	1	1,113	8	8	0	0	16
	12:15 PM	16	536	3	25	498	14	16	2	26	0	0	0	1,136	6	3	0	0	9
	12:30 PM	19	530	6	27	491	21	19	1	15	1	0	1	1,131	6	3	0	0	9
	12:45 PM	19	622	5	40	546	11	21	0	19	0	0	2	1,285	3	9	0	0	12
	VOLUMES	122	4,346	35	216	3,878	87	132	9	144	7	0	11	8,987	34	47	0	3	84
	APPROACH %	3%	97%	1%	5%	93%	2%	46%	3%	51%	39%	0%	61%						
	APP/DEPART	4,503	/	4,536	4,181	/	4,060	285	/	216	18	/	175	0					
	BEGIN PEAK HR		12:00 PM																
	VOLUMES	74	2,198	19	120	2,029	56	77	5	81	2	0	4	4,665					
	APPROACH %	3%	96%	1%	5%	92%	3%	47%	3%	50%	33%	0%	67%						
	PEAK HR FACTOR		0.887			0.923			0.926			0.750		0.908					
	APP/DEPART	2,291	/	2,302	2,205	/	2,135	163	/	121	6	/	107	0					
PM	4:00 PM	13	536	2	22	557	16	17	1	14	1	0	0	1,179	8	5	0	0	13
	4:15 PM	14	588	5	21	542	8	12	0	21	0	0	2	1,213	4	5	0	0	9
	4:30 PM	15	590	1	24	550	18	15	0	21	0	0	1	1,235	9	4	0	0	13
	4:45 PM	15	558	3	25	581	25	12	1	21	0	0	0	1,241	4	3	0	0	7
	5:00 PM	19	589	1	12	584	21	38	1	26	0	0	2	1,293	6	3	0	0	9
	5:15 PM	12	606	6	22	622	19	19	2	15	0	0	0	1,323	6	2	0	0	8
	5:30 PM	13	591	3	14	611	22	33	2	27	0	0	0	1,316	8	4	0	0	12
	5:45 PM	13	581	3	25	600	27	16	1	17	0	0	0	1,283	5	3	0	0	8
	VOLUMES	114	4,639	24	165	4,647	156	162	8	162	1	0	5	10,083	50	29	0	0	79
	APPROACH %	2%	97%	1%	3%	94%	3%	49%	2%	49%	17%	0%	83%						
	APP/DEPART	4,777	/	4,835	4,968	/	4,860	332	/	168	6	/	220	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	57	2,367	13	73	2,417	89	106	6	85	0	0	2	5,215					
	APPROACH %	2%	97%	1%	3%	94%	3%	54%	3%	43%	0%	0%	100%						
	PEAK HR FACTOR		0.976			0.972			0.758			0.250		0.985					
	APP/DEPART	2,437	/	2,487	2,579	/	2,527	197	/	80	2	/	121	0					

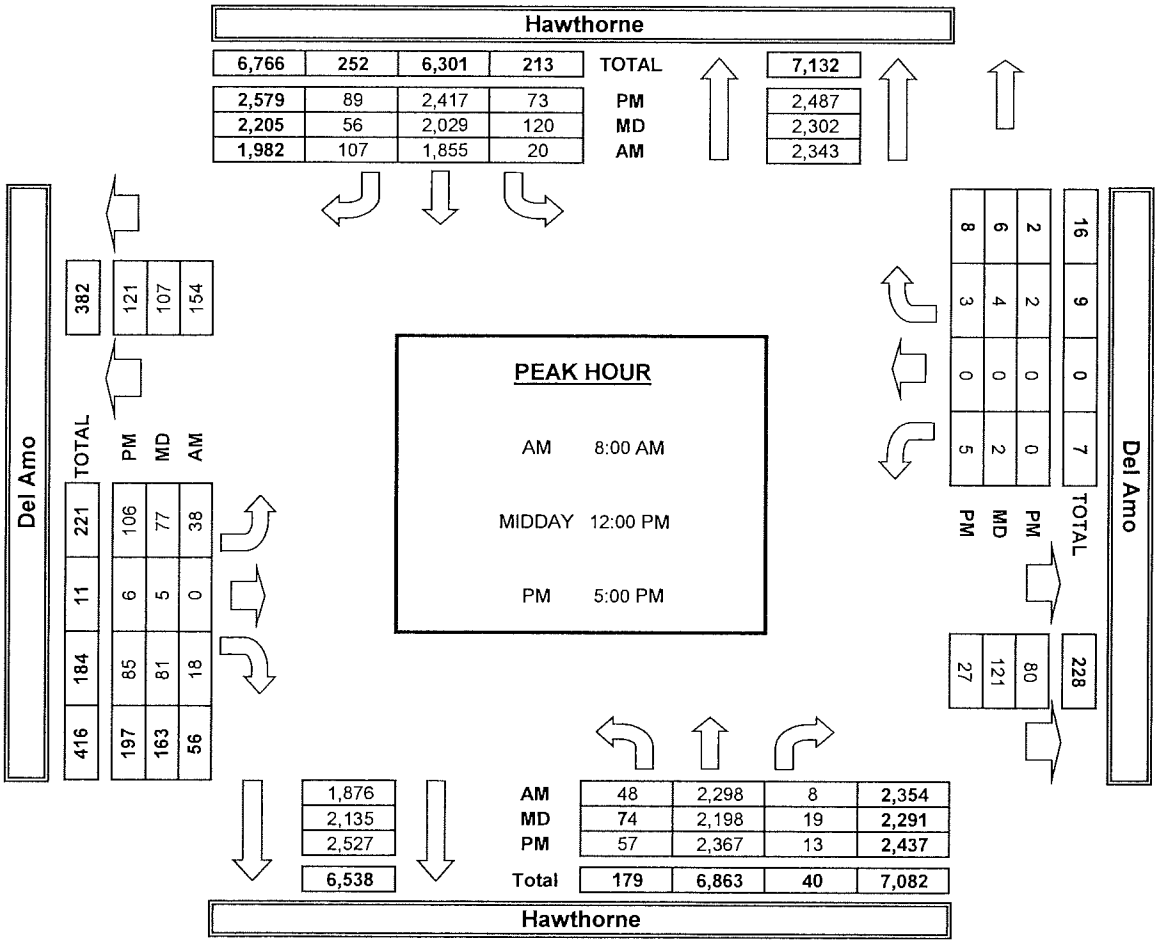


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

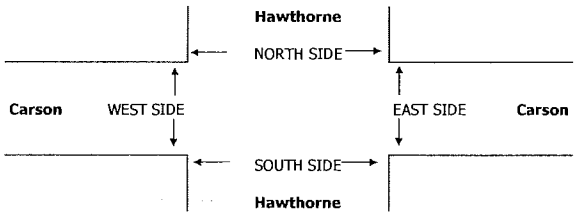
DATE:	LOCATION:	Torrence	PROJECT #:	SC0610
Tue, May 5, 15	NORTH & SOUTH:	Hawthorne	LOCATION #:	8
	EAST & WEST:	Carson	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ◄ W ▲ N S ▼ E ►

☑ Add U-Turns to Left Turns

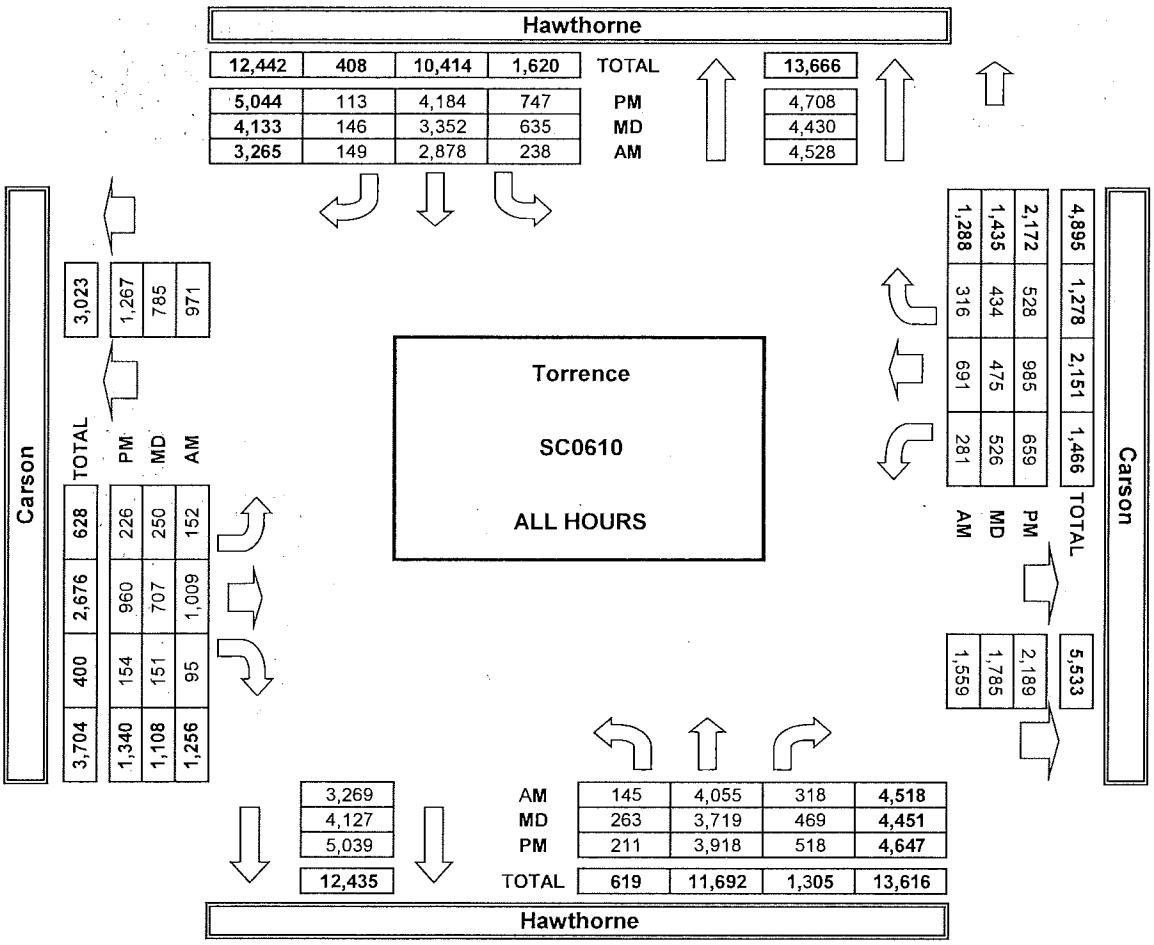
		NORTHBOUND Hawthorne			SOUTHBOUND Hawthorne			EASTBOUND Carson			WESTBOUND Carson				U-TURNS				
	LANES:	NL 1	NT 4	NR 1	SL 2	ST 4	SR 0	EL 1	ET 2	ER 0	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	2	396	25	23	224	8	11	85	7	29	56	36	902	0	1	0	0	1
	7:15 AM	5	507	34	26	260	13	12	84	15	21	81	41	1,099	1	0	0	0	1
	7:30 AM	18	498	31	28	331	17	12	115	12	36	112	46	1,256	0	1	0	0	1
	7:45 AM	18	585	29	33	417	19	27	156	9	41	114	40	1,488	2	0	0	0	2
	8:00 AM	26	513	49	26	407	29	24	160	16	39	63	39	1,391	4	0	0	0	4
	8:15 AM	16	519	55	25	375	16	18	130	7	39	82	43	1,325	3	0	1	0	4
	8:30 AM	19	511	39	35	417	18	32	110	10	40	85	33	1,349	1	0	0	0	1
	8:45 AM	41	526	56	42	447	29	16	169	19	36	98	38	1,517	4	4	0	0	8
	VOLUMES	145	4,055	318	238	2,878	149	152	1,009	95	281	691	316	10,327	15	6	1	0	22
	APPROACH %	3%	90%	7%	7%	88%	5%	12%	80%	8%	22%	54%	25%						
	APP/DEPART	4,518	/	4,528	3,265	/	3,269	1,256	/	1,559	1,288	/	971	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	102	2,069	199	128	1,646	92	90	569	52	154	328	153	5,582					
	APPROACH %	4%	87%	8%	7%	88%	5%	13%	80%	7%	24%	52%	24%						
	PEAK HR FACTOR		0.951			0.901			0.871			0.923		0.920					
	APP/DEPART	2,370	/	2,315	1,866	/	1,864	711	/	892	635	/	511	0					
MIDDAY	11:00 AM	24	376	43	59	330	13	28	78	14	52	51	45	1,113	8	3	0	0	11
	11:15 AM	33	508	64	73	401	20	29	99	18	67	52	46	1,410	13	2	0	0	15
	11:30 AM	45	435	55	97	367	18	42	76	15	70	58	56	1,334	17	1	0	0	18
	11:45 AM	25	508	62	76	475	22	35	67	13	57	46	47	1,433	14	4	0	1	19
	12:00 PM	31	461	58	72	467	12	32	102	20	69	70	54	1,448	12	6	0	0	18
	12:15 PM	25	476	58	80	455	12	32	94	23	73	68	59	1,455	6	3	0	0	9
	12:30 PM	38	449	66	66	392	28	26	100	26	71	63	59	1,384	13	4	0	0	17
	12:45 PM	42	506	63	112	465	21	26	91	22	67	67	68	1,550	16	4	0	0	20
	VOLUMES	263	3,719	469	635	3,352	146	250	707	151	526	475	434	11,127	99	27	0	1	127
	APPROACH %	6%	84%	11%	15%	81%	4%	23%	64%	14%	37%	33%	30%						
	APP/DEPART	4,451	/	4,430	4,133	/	4,127	1,108	/	1,785	1,435	/	785	0					
	BEGIN PEAK HR		12:00 PM																
	VOLUMES	136	1,892	245	330	1,779	73	116	387	91	280	268	240	5,837					
	APPROACH %	6%	83%	11%	15%	82%	3%	20%	65%	15%	36%	34%	30%						
	PEAK HR FACTOR		0.930			0.912			0.964			0.975		0.941					
	APP/DEPART	2,273	/	2,265	2,182	/	2,197	594	/	945	788	/	430	0					
PM	4:00 PM	27	451	66	87	473	14	28	110	21	81	102	63	1,523	9	5	0	0	14
	4:15 PM	31	461	56	89	471	18	29	109	13	80	102	68	1,527	6	4	0	0	10
	4:30 PM	27	492	70	85	484	16	40	106	20	72	107	53	1,572	4	5	0	0	9
	4:45 PM	24	533	69	76	565	11	26	139	24	84	124	69	1,744	4	6	0	0	10
	5:00 PM	25	503	65	100	537	17	32	142	19	100	134	82	1,756	5	4	0	0	9
	5:15 PM	26	519	75	99	548	13	23	130	22	86	171	58	1,770	6	5	0	0	11
	5:30 PM	33	476	59	115	507	11	28	121	18	70	118	65	1,621	6	3	0	0	9
	5:45 PM	18	483	58	96	599	13	20	103	17	86	127	70	1,690	2	4	0	0	6
	VOLUMES	211	3,918	518	747	4,184	113	226	960	154	659	985	528	13,203	42	36	0	0	78
	APPROACH %	5%	84%	11%	15%	83%	2%	17%	72%	11%	30%	45%	24%						
	APP/DEPART	4,647	/	4,708	5,044	/	5,039	1,340	/	2,189	2,172	/	1,267	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	108	2,031	268	390	2,157	52	109	532	83	340	547	274	6,891					
	APPROACH %	4%	84%	11%	15%	83%	2%	15%	73%	11%	29%	47%	24%						
	PEAK HR FACTOR		0.961			0.984			0.938			0.919		0.973					
	APP/DEPART	2,407	/	2,432	2,599	/	2,601	724	/	1,172	1,161	/	686	0					

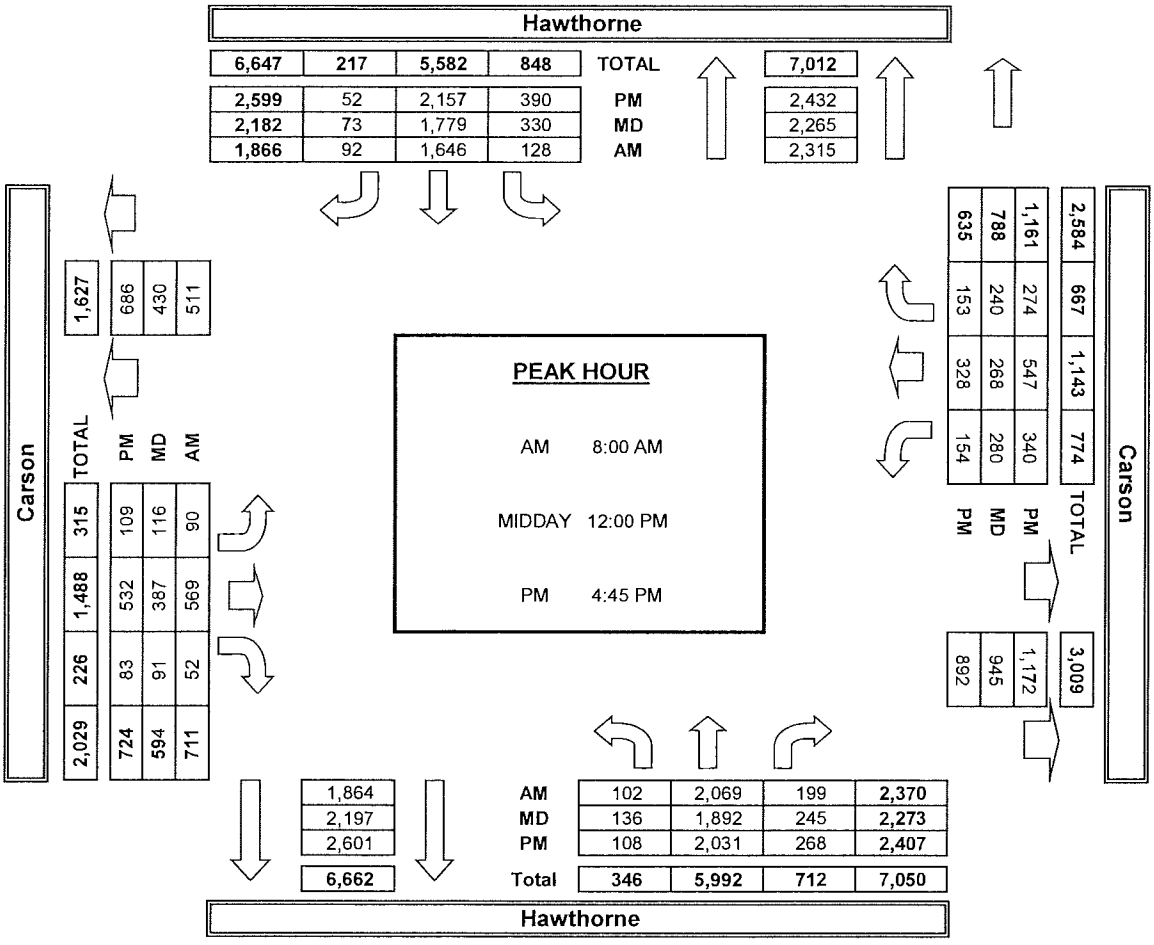


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

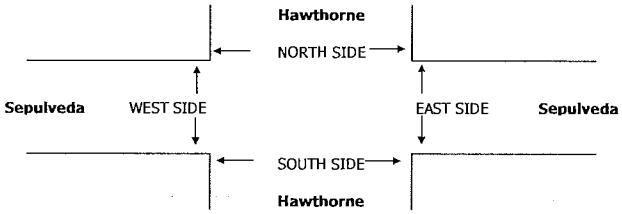
DATE:	LOCATION:	Torrance	PROJECT #:	SC0610
Tue, May 5, 15	NORTH & SOUTH:	Hawthorne	LOCATION #:	9
	EAST & WEST:	Sepulveda	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ◄ W ▲ N S ▼ E ►

☑ Add U-Turns to Left Turns

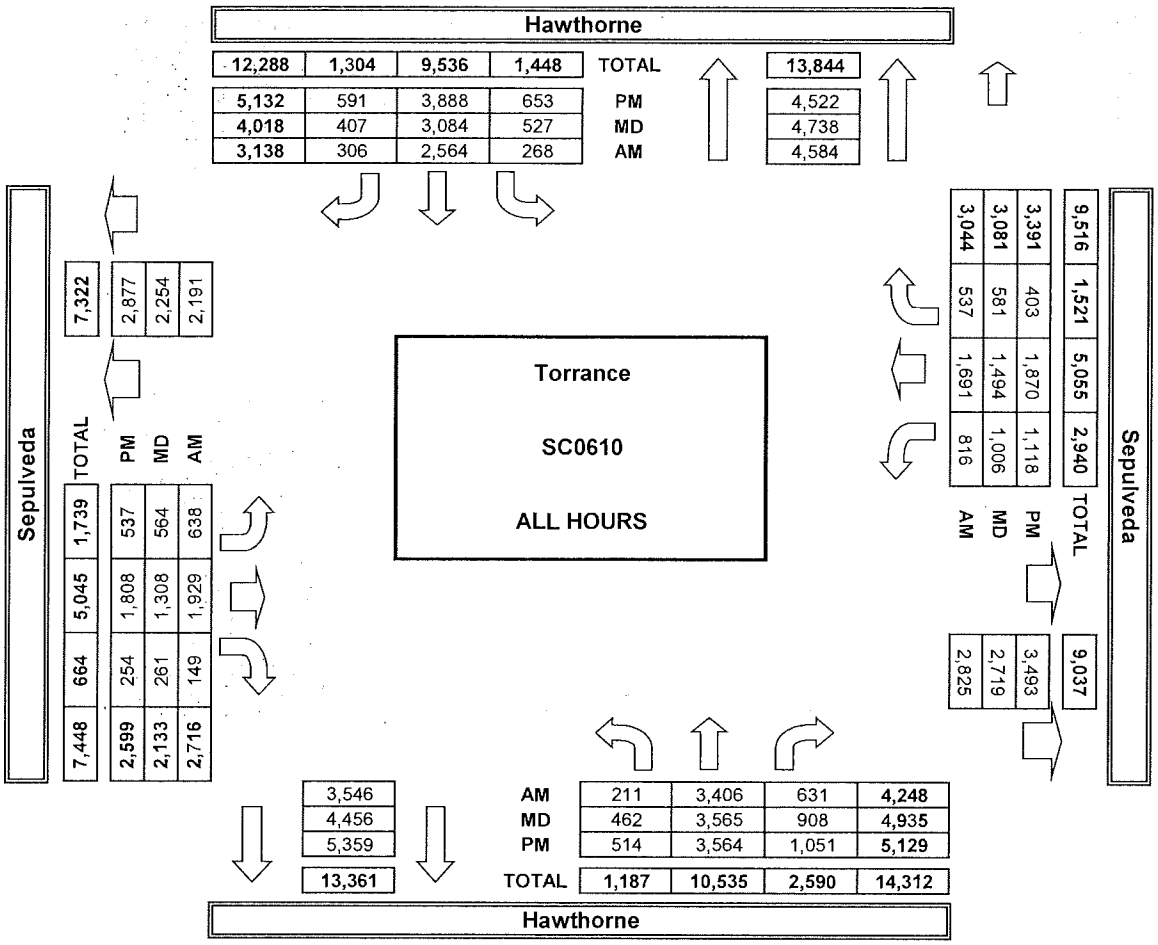
		NORTHBOUND Hawthorne			SOUTHBOUND Hawthorne			EASTBOUND Sepulveda			WESTBOUND Sepulveda				U-TURNS				
	LANES:	NL 2	NT 4	NR 1	SL 2	ST 4	SR 1	EL 2	ET 3	ER 0	WL 2	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	18	351	67	18	226	20	60	165	10	64	134	52	1,185	1	0	0	0	1
	7:15 AM	22	342	55	23	213	29	60	159	10	72	215	58	1,258	0	0	0	0	0
	7:30 AM	30	453	67	27	306	48	86	205	13	89	196	68	1,588	1	1	0	0	2
	7:45 AM	16	500	87	46	375	52	80	284	13	101	219	58	1,831	0	0	0	0	0
	8:00 AM	25	419	81	38	330	31	83	289	20	101	180	70	1,667	3	2	0	0	5
	8:15 AM	25	430	85	25	349	43	87	228	22	126	216	65	1,701	2	0	0	0	2
	8:30 AM	35	440	98	43	417	52	76	291	28	126	257	73	1,936	7	0	0	0	7
	8:45 AM	40	471	91	48	348	31	106	308	33	137	274	93	1,980	3	0	0	0	3
	VOLUMES	211	3,406	631	268	2,564	306	638	1,929	149	816	1,691	537	13,146	17	3	0	0	20
	APPROACH %	5%	80%	15%	9%	82%	10%	23%	71%	5%	27%	56%	18%						
	APP/DEPART	4,248	/	4,584	3,138	/	3,546	2,716	/	2,825	3,044	/	2,191	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	125	1,760	355	154	1,444	157	352	1,116	103	490	927	301	7,284					
	APPROACH %	6%	79%	16%	9%	82%	9%	22%	71%	7%	29%	54%	18%						
	PEAK HR FACTOR		0.930			0.857			0.879			0.852		0.920					
	APP/DEPART	2,240	/	2,415	1,755	/	2,052	1,571	/	1,623	1,718	/	1,194	0					
MIDDAY	11:00 AM	54	398	102	43	274	42	66	156	30	123	164	69	1,521	14	3	0	0	17
	11:15 AM	58	470	118	66	388	50	70	122	37	122	158	69	1,728	17	10	0	0	27
	11:30 AM	53	413	114	66	350	54	72	178	34	118	190	61	1,703	12	3	0	2	17
	11:45 AM	44	395	108	61	365	49	60	164	34	134	224	67	1,705	12	2	0	0	14
	12:00 PM	66	449	128	68	412	59	64	153	29	107	169	73	1,777	14	2	0	0	16
	12:15 PM	61	498	126	90	447	57	88	214	33	152	254	80	2,100	13	3	0	1	17
	12:30 PM	60	447	98	68	378	48	74	170	29	128	171	80	1,751	14	4	0	0	18
	12:45 PM	66	495	114	65	470	48	70	151	35	122	164	82	1,882	13	1	0	1	15
	VOLUMES	462	3,565	908	527	3,084	407	564	1,308	261	1,006	1,494	581	14,167	109	28	0	4	141
	APPROACH %	9%	72%	18%	13%	77%	10%	26%	61%	12%	33%	48%	19%						
	APP/DEPART	4,935	/	4,738	4,018	/	4,456	2,133	/	2,719	3,081	/	2,254	0					
	BEGIN PEAK HR		12:00 PM																
	VOLUMES	253	1,889	466	291	1,707	212	296	688	126	509	758	315	7,510					
	APPROACH %	10%	72%	18%	13%	77%	10%	27%	62%	11%	32%	48%	20%						
	PEAK HR FACTOR		0.952			0.930			0.828			0.814		0.894					
	APP/DEPART	2,608	/	2,510	2,210	/	2,394	1,110	/	1,437	1,582	/	1,169	0					
PM	4:00 PM	55	468	133	83	474	65	69	265	38	139	218	56	2,063	6	9	0	0	15
	4:15 PM	62	425	126	67	441	64	57	205	39	138	212	29	1,865	16	1	1	0	18
	4:30 PM	75	520	151	71	459	69	72	227	30	123	197	64	2,058	16	0	0	0	16
	4:45 PM	51	452	141	98	522	73	65	217	28	154	251	48	2,100	12	0	0	0	12
	5:00 PM	70	485	127	79	481	73	56	213	22	142	283	59	2,090	16	1	0	0	17
	5:15 PM	69	459	139	94	542	84	78	219	28	122	208	40	2,082	15	2	0	0	17
	5:30 PM	49	374	113	76	455	69	66	255	38	144	259	52	1,950	5	3	0	0	8
	5:45 PM	83	381	121	85	514	94	74	207	31	156	242	55	2,043	13	3	0	0	16
	VOLUMES	514	3,564	1,051	653	3,888	591	537	1,808	254	1,118	1,870	403	16,251	99	19	1	0	119
	APPROACH %	10%	69%	20%	13%	76%	12%	21%	70%	10%	33%	55%	12%						
	APP/DEPART	5,129	/	4,522	5,132	/	5,359	2,599	/	3,493	3,391	/	2,877	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	265	1,916	558	342	2,004	299	271	876	108	541	939	211	8,330					
	APPROACH %	10%	70%	20%	13%	76%	11%	22%	70%	9%	32%	56%	12%						
	PEAK HR FACTOR		0.918			0.918			0.954			0.873		0.992					
	APP/DEPART	2,739	/	2,401	2,645	/	2,712	1,255	/	1,773	1,691	/	1,444	0					

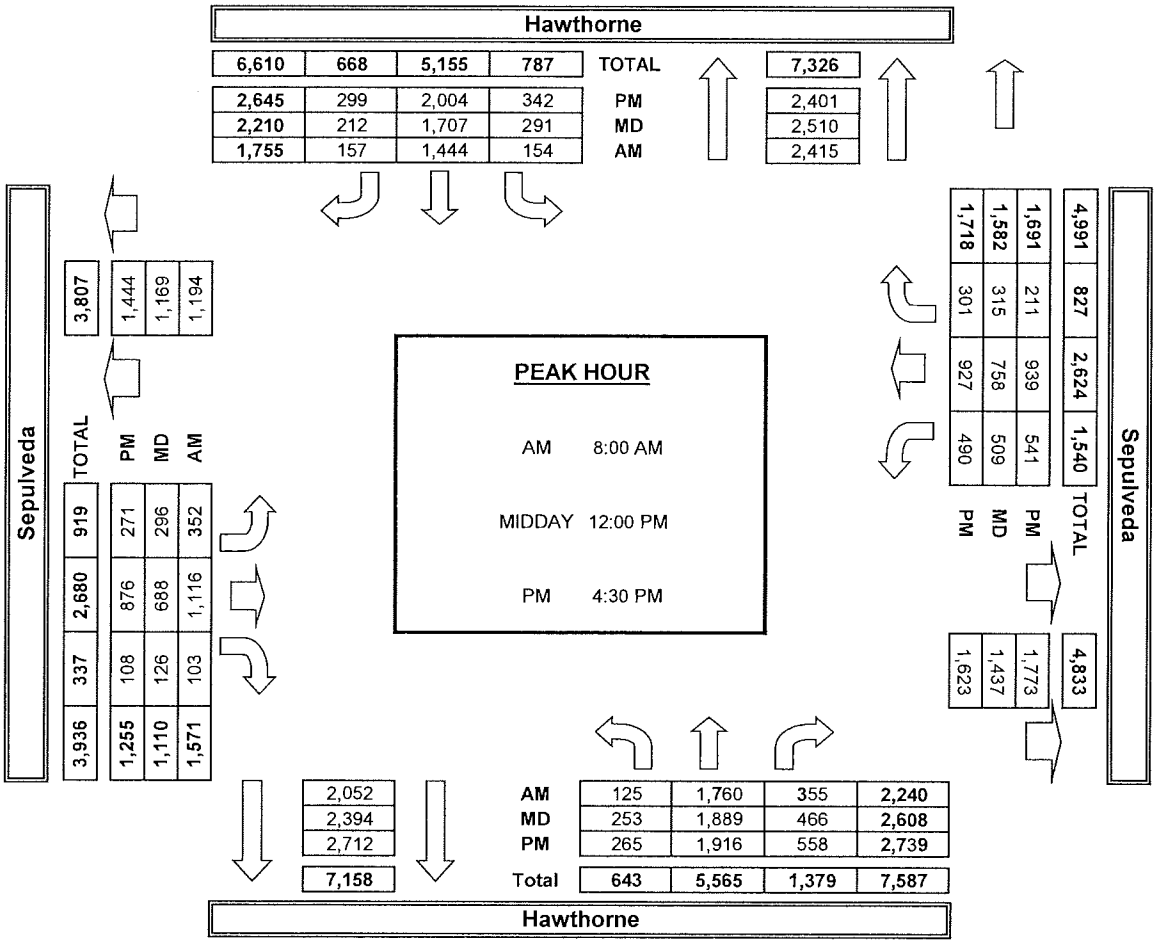


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

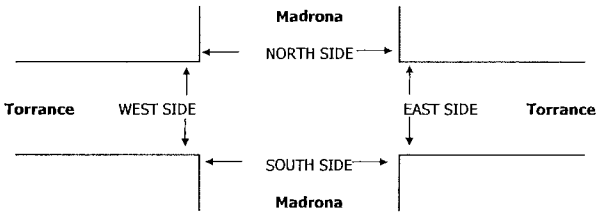
DATE:	LOCATION:	Torrance	PROJECT #:	SC0610
Tue, May 5, 15	NORTH & SOUTH:	Madrona	LOCATION #:	10
	EAST & WEST:	Torrance	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ◄ W, E ►, ▲ N, S ▼

☑ Add U-Turns to Left Turns

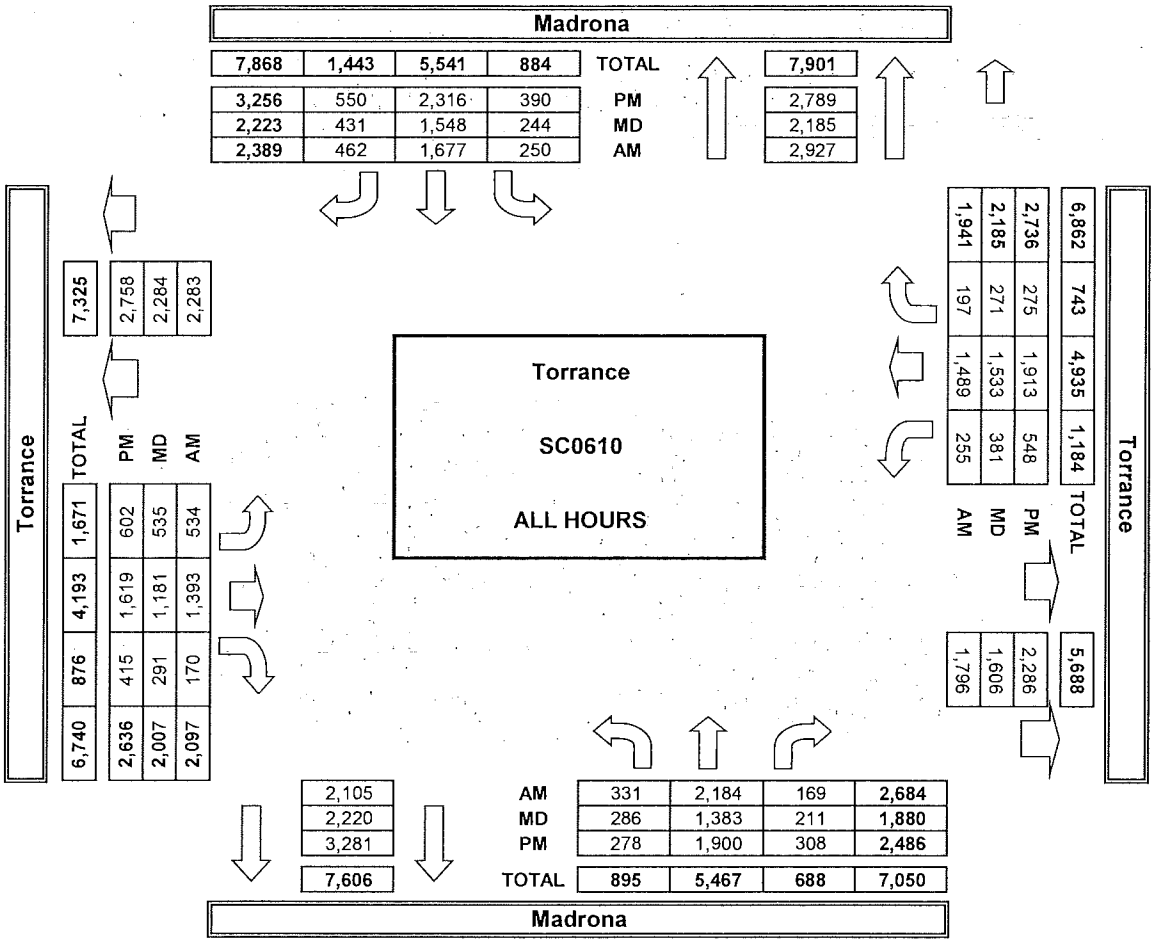
		NORTHBOUND Madrona			SOUTHBOUND Madrona			EASTBOUND Torrance			WESTBOUND Torrance				U-TURNS				
	LANES:	NL 2	NT 3	NR 0	SL 2	ST 3	SR 1	EL 2	ET 2	ER 1	WL 2	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	15	230	9	14	141	34	37	92	11	16	102	10	711	0	1	0	0	1
	7:15 AM	31	248	10	20	139	45	64	141	15	15	142	22	892	1	1	1	0	3
	7:30 AM	46	310	19	35	211	54	70	170	17	24	193	14	1,163	0	2	0	0	2
	7:45 AM	34	266	20	32	205	48	81	225	24	32	216	27	1,210	0	3	0	0	3
	8:00 AM	43	339	27	36	218	56	71	197	24	46	159	27	1,243	0	3	0	0	3
	8:15 AM	43	250	17	39	223	68	71	187	26	42	210	30	1,206	2	3	1	0	6
	8:30 AM	57	291	32	43	279	81	64	172	22	30	220	27	1,318	0	3	0	0	3
	8:45 AM	62	250	35	31	261	76	76	209	31	50	247	40	1,368	0	0	2	0	2
	VOLUMES	331	2,184	169	250	1,677	462	534	1,393	170	255	1,489	197	9,111	3	16	4	0	23
	APPROACH %	12%	81%	6%	10%	70%	19%	25%	66%	8%	13%	77%	10%						
	APP/DEPART	2,684	/	2,927	2,389	/	2,105	2,097	/	1,796	1,941	/	2,283	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	205	1,130	111	149	981	281	282	765	103	168	836	124	5,135					
	APPROACH %	14%	78%	8%	11%	70%	20%	25%	67%	9%	15%	74%	11%						
	PEAK HR FACTOR		0.884			0.875			0.910			0.837		0.938					
	APP/DEPART	1,446	/	1,542	1,411	/	1,254	1,150	/	1,016	1,128	/	1,323	0					
MIDDAY	11:00 AM	29	103	20	23	173	40	65	129	28	49	130	28	817	0	6	4	0	10
	11:15 AM	36	144	17	29	184	56	49	137	32	28	188	36	936	0	5	3	0	8
	11:30 AM	37	184	19	29	196	56	52	114	36	74	188	24	1,009	0	0	4	0	4
	11:45 AM	37	186	19	21	205	60	74	193	39	36	223	42	1,135	0	2	6	0	8
	12:00 PM	28	168	38	33	210	60	67	120	40	46	217	31	1,058	0	5	6	0	11
	12:15 PM	28	184	31	32	207	53	77	146	39	39	220	34	1,090	0	2	5	0	7
	12:30 PM	33	209	38	34	176	49	86	170	26	53	206	38	1,118	0	6	5	0	11
	12:45 PM	58	205	29	43	197	57	65	172	51	56	161	38	1,132	0	4	1	0	5
	VOLUMES	286	1,383	211	244	1,548	431	535	1,181	291	381	1,533	271	8,295	0	30	34	0	64
	APPROACH %	15%	74%	11%	11%	70%	19%	27%	59%	14%	17%	70%	12%						
	APP/DEPART	1,880	/	2,185	2,223	/	2,220	2,007	/	1,606	2,185	/	2,284	0					
	BEGIN PEAK HR		11:45 AM																
	VOLUMES	126	747	126	120	798	222	304	629	144	174	866	145	4,401					
	APPROACH %	13%	75%	13%	11%	70%	19%	28%	58%	13%	15%	73%	12%						
	PEAK HR FACTOR		0.892			0.941			0.880			0.984		0.969					
	APP/DEPART	999	/	1,189	1,140	/	1,116	1,077	/	860	1,185	/	1,236	0					
PM	4:00 PM	32	229	46	38	263	53	61	168	34	53	200	32	1,209	2	2	1	0	5
	4:15 PM	42	196	35	48	230	59	77	194	42	67	214	41	1,245	0	2	2	0	4
	4:30 PM	32	257	62	53	304	69	60	171	43	65	199	34	1,349	0	5	3	0	8
	4:45 PM	40	248	42	56	288	72	76	218	65	61	235	29	1,430	0	3	1	0	4
	5:00 PM	21	280	33	58	320	72	96	218	60	84	265	32	1,539	0	4	3	0	7
	5:15 PM	44	208	28	55	286	73	100	269	64	69	258	32	1,486	0	5	4	0	9
	5:30 PM	34	283	35	46	335	89	64	183	55	71	265	42	1,502	0	4	1	0	5
	5:45 PM	33	199	27	36	290	63	68	198	52	78	277	33	1,354	0	6	4	0	10
	VOLUMES	278	1,900	308	390	2,316	550	602	1,619	415	548	1,913	275	11,114	2	31	19	0	52
	APPROACH %	11%	76%	12%	12%	71%	17%	23%	61%	16%	20%	70%	10%						
	APP/DEPART	2,486	/	2,789	3,256	/	3,281	2,636	/	2,286	2,736	/	2,758	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	139	1,019	138	215	1,229	306	336	888	244	285	1,023	135	5,957					
	APPROACH %	11%	79%	11%	12%	70%	17%	23%	60%	17%	20%	71%	9%						
	PEAK HR FACTOR		0.920			0.931			0.848			0.947		0.968					
	APP/DEPART	1,296	/	1,497	1,750	/	1,758	1,468	/	1,225	1,443	/	1,477	0					

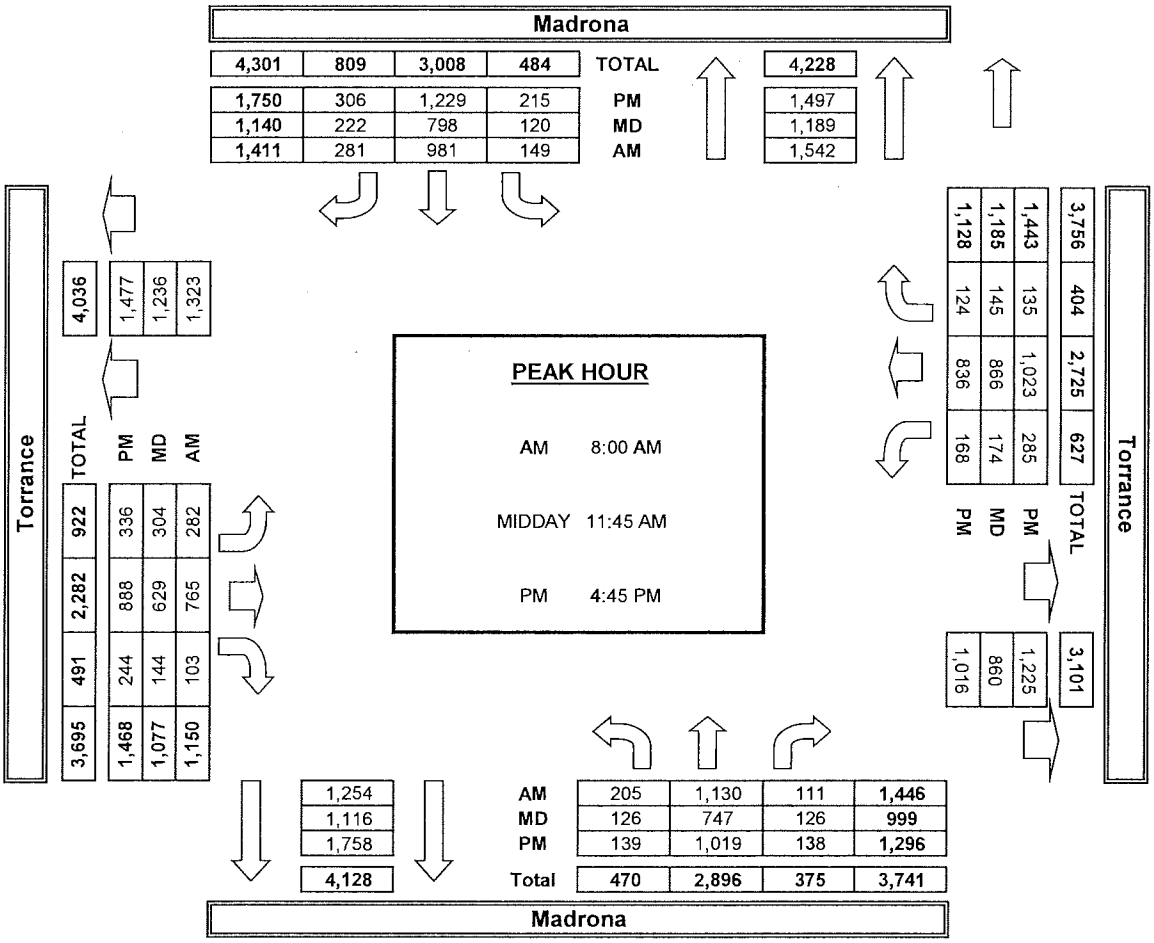


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 pacific@aimtd.com

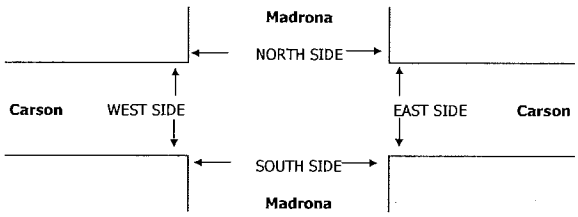
DATE:	LOCATION:	Torrance	PROJECT #:	SC0610
Tue, May 5, 15	NORTH & SOUTH:	Madrona	LOCATION #:	11
	EAST & WEST:	Carson	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ◄ W, E ►, ▲ N, S ▼

☑ add U-Turns to Left Turns

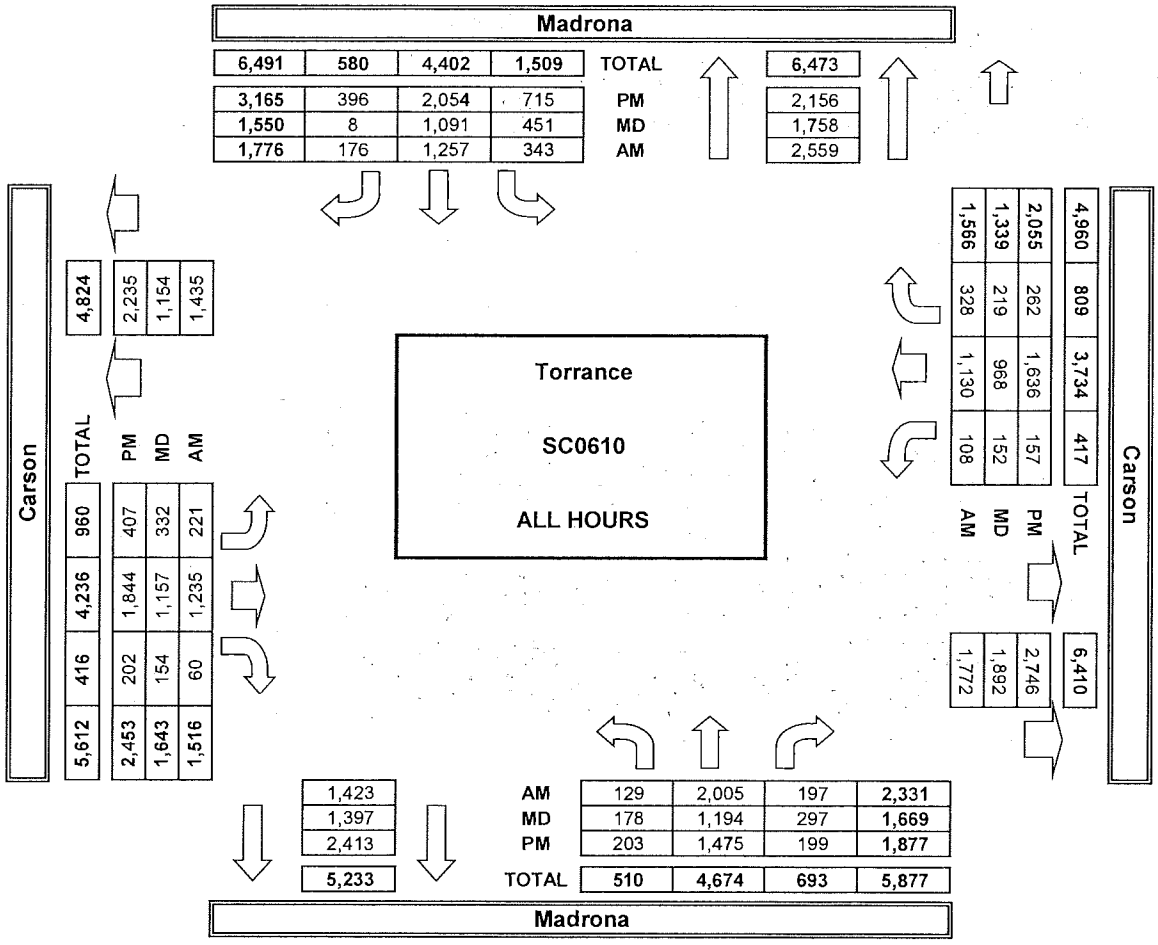
		NORTHBOUND Madrona			SOUTHBOUND Madrona			EASTBOUND Carson			WESTBOUND Carson				U-TURNS				
	LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 3	ER 1	WL 1	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	11	196	8	29	94	17	23	114	2	7	121	37	659	0	0	0	1	1
	7:15 AM	9	219	11	24	114	15	29	111	3	4	156	39	734	0	0	0	0	0
	7:30 AM	16	252	13	41	139	35	21	160	9	8	179	59	932	0	0	0	0	0
	7:45 AM	12	294	14	48	163	33	29	167	8	16	140	35	959	0	1	0	1	2
	8:00 AM	14	287	34	53	169	28	22	169	8	17	133	42	976	0	1	0	0	1
	8:15 AM	16	224	40	46	174	30	32	162	11	10	134	36	915	0	0	0	0	0
	8:30 AM	28	259	32	52	196	12	31	146	7	25	135	34	957	0	2	0	0	2
	8:45 AM	23	274	45	50	208	6	34	206	12	21	132	46	1,057	0	1	0	0	1
	VOLUMES	129	2,005	197	343	1,257	176	221	1,235	60	108	1,130	328	7,189	0	5	0	2	7
	APPROACH %	6%	86%	8%	19%	71%	10%	15%	81%	4%	7%	72%	21%						
	APP/DEPART	2,331	/	2,559	1,776	/	1,423	1,516	/	1,772	1,566	/	1,435	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	81	1,044	151	201	747	76	119	683	38	73	534	158	3,905					
	APPROACH %	6%	82%	12%	20%	73%	7%	14%	81%	5%	10%	70%	21%						
	PEAK HR FACTOR		0.933			0.970			0.833			0.961		0.924					
	APP/DEPART	1,276	/	1,325	1,024	/	858	840	/	1,031	765	/	691	0					
MIDDAY	11:00 AM	22	128	38	47	152	1	30	130	8	18	111	22	707	0	3	0	0	3
	11:15 AM	24	131	21	51	132	1	40	160	18	23	131	25	757	0	1	0	0	1
	11:30 AM	20	171	23	65	162	2	29	106	15	13	116	28	750	0	2	0	0	2
	11:45 AM	16	143	43	52	134	2	41	151	19	24	142	23	790	0	1	0	0	1
	12:00 PM	31	157	33	72	160	1	37	150	23	21	125	28	838	0	2	0	0	2
	12:15 PM	19	145	47	53	108	0	47	144	26	28	105	27	749	0	1	0	0	1
	12:30 PM	23	176	39	57	113	1	54	146	23	6	98	26	762	0	1	0	0	1
	12:45 PM	23	143	53	54	130	0	54	170	22	19	140	40	848	0	2	0	0	2
	VOLUMES	178	1,194	297	451	1,091	8	332	1,157	154	152	968	219	6,201	0	13	0	0	13
	APPROACH %	11%	72%	18%	29%	70%	1%	20%	70%	9%	11%	72%	16%						
	APP/DEPART	1,669	/	1,758	1,550	/	1,397	1,643	/	1,892	1,339	/	1,154	0					
	BEGIN PEAK HR		12:00 PM																
	VOLUMES	96	621	172	236	511	2	192	610	94	74	468	121	3,197					
	APPROACH %	11%	70%	19%	32%	68%	0%	21%	68%	10%	11%	71%	18%						
	PEAK HR FACTOR		0.934			0.804			0.911			0.833		0.943					
	APP/DEPART	889	/	940	749	/	679	896	/	1,012	663	/	566	0					
PM	4:00 PM	34	182	27	78	233	48	32	207	20	19	167	32	1,079	0	2	0	0	2
	4:15 PM	26	149	28	68	203	50	49	218	17	19	196	38	1,061	0	1	0	0	1
	4:30 PM	25	200	23	98	266	37	46	206	27	16	184	34	1,162	0	4	0	0	4
	4:45 PM	17	187	19	93	238	51	56	256	31	17	219	33	1,217	0	2	0	0	2
	5:00 PM	33	201	30	104	298	51	49	239	27	21	209	29	1,291	0	1	0	0	1
	5:15 PM	22	188	30	89	254	56	56	247	30	22	232	38	1,264	0	1	0	0	1
	5:30 PM	28	201	22	110	313	60	53	241	32	16	189	32	1,297	0	0	0	0	0
	5:45 PM	18	167	20	75	249	43	66	230	18	27	240	26	1,179	0	1	0	0	1
	VOLUMES	203	1,475	199	715	2,054	396	407	1,844	202	157	1,636	262	9,550	0	12	0	0	12
	APPROACH %	11%	79%	11%	23%	65%	13%	17%	75%	8%	8%	80%	13%						
	APP/DEPART	1,877	/	2,156	3,165	/	2,413	2,453	/	2,746	2,055	/	2,235	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	100	777	101	396	1,103	218	214	983	120	76	849	132	5,069					
	APPROACH %	10%	79%	10%	23%	64%	13%	16%	75%	9%	7%	80%	12%						
	PEAK HR FACTOR		0.926			0.889			0.960			0.905		0.977					
	APP/DEPART	978	/	1,127	1,717	/	1,299	1,317	/	1,476	1,057	/	1,167	0					

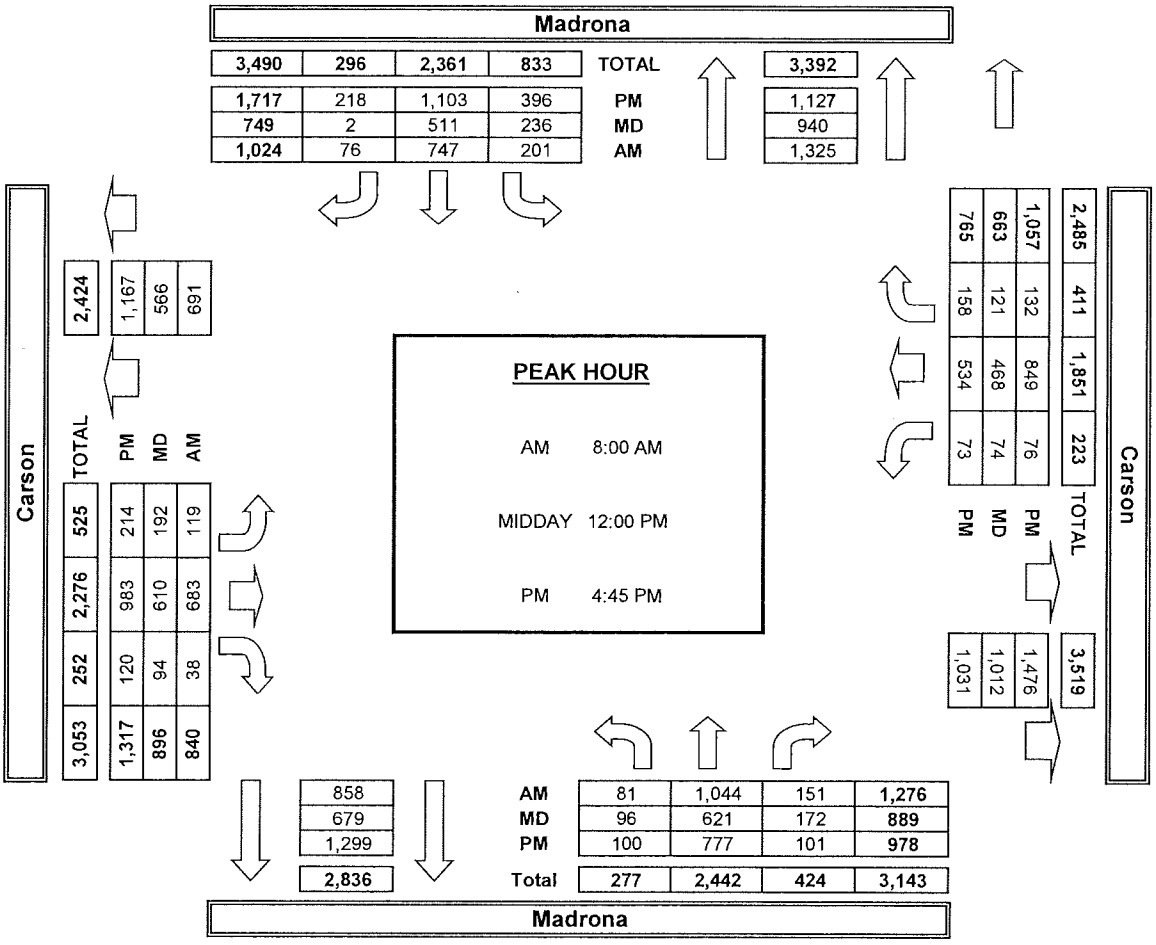


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





APPENDIX C

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

APPENDIX C-I

EXISTING TRAFFIC CONDITIONS (ICU METHODOLOGY)

AM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Anza 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	1 1 0		2 0	1 1 0		1 0	2 0 1		1 0	2 0 1	
Volume Module:												
Base Vol:	229	815	121	128	632	132	152	911	204	82	676	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	815	121	128	632	132	152	911	204	82	676	126
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:	229	815	121	128	632	132	152	911	204	82	676	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	815	121	128	632	132	152	911	204	82	676	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	815	121	128	632	132	152	911	204	82	676	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	815	121	128	632	132	152	911	204	82	676	126
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.74	0.26	2.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2786	414	2880	2647	553	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.04	0.24	0.24	0.10	0.28	0.13	0.05	0.21	0.08
Crit Moves:		****		****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to LLG Costa Mesa, CA

AM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Anza Avenue						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:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	21	910	269	175	773	22	27	291	63	98	154	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	910	269	175	773	22	27	291	63	98	154	128
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:	21	910	269	175	773	22	27	291	63	98	154	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	910	269	175	773	22	27	291	63	98	154	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	910	269	175	773	22	27	291	63	98	154	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	910	269	175	773	22	27	291	63	98	154	128
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	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	1.54	0.46	1.00	1.94	0.06	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1600	2470	730	1600	3111	89	1600	1315	285	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.11	0.25	0.25	0.02	0.22	0.22	0.03	0.10	0.08
Crit Moves:		****		****				****		****		

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AM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	107	730	230	204	676	62	227	857	228	210	598	215
Growth Adj:	1.00	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	730	230	204	676	62	227	857	228	210	598	215
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	730	230	204	676	62	227	857	228	210	598	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	730	230	204	676	62	227	857	228	210	598	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	730	230	204	676	62	227	857	228	210	598	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	730	230	204	676	62	227	857	228	210	598	215
Saturation Flow Module:												
Sat/Lane:	1600	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	2.00	1.00	1.00	1.83	0.17	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2931	269	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.14	0.13	0.23	0.23	0.08	0.27	0.14	0.07	0.19	0.13
Crit Moves:		****		****				****		****		

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AM Existing
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	262	1744	201	214	1582	205	264	885	140	264	829	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1744	201	214	1582	205	264	885	140	264	829	109
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:	262	1744	201	214	1582	205	264	885	140	264	829	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	1744	201	214	1582	205	264	885	140	264	829	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1744	201	214	1582	205	264	885	140	264	829	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	1744	201	214	1582	205	264	885	140	264	829	109
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	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.13	0.07	0.25	0.13	0.09	0.18	0.09	0.09	0.17	0.07
Crit Moves:		****		****				****		****		

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AM Existing
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	48	2298	8	20	1855	107	38	0	18	13	2	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	2298	8	20	1855	107	38	0	18	13	2	23
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:	48	2298	8	20	1855	107	38	0	18	13	2	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	2298	8	20	1855	107	38	0	18	13	2	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	2298	8	20	1855	107	38	0	18	13	2	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	2298	8	20	1855	107	38	0	18	13	2	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6378	22	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.01	0.29	0.07	0.02	0.00	0.01	0.01	0.00	0.01
Crit Moves:		****		****			****					****

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AM Existing
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	102	2069	199	128	1646	92	90	569	52	154	328	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	2069	199	128	1646	92	90	569	52	154	328	153
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:	102	2069	199	128	1646	92	90	569	52	154	328	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	2069	199	128	1646	92	90	569	52	154	328	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	2069	199	128	1646	92	90	569	52	154	328	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	2069	199	128	1646	92	90	569	52	154	328	153
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.79	0.21	1.00	1.83	0.17	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6061	339	1600	2932	268	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.12	0.04	0.27	0.27	0.06	0.19	0.19	0.05	0.07	0.10
Crit Moves:		****		****				****		****		

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AM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	125	1760	355	154	1444	157	352	1116	103	490	927	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1760	355	154	1444	157	352	1116	103	490	927	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1760	355	154	1444	157	352	1116	103	490	927	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1760	355	154	1444	157	352	1116	103	490	927	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1760	355	154	1444	157	352	1116	103	490	927	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1760	355	154	1444	157	352	1116	103	490	927	301
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	4.00	1.00	2.00	2.75	0.25	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4394	406	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.22	0.05	0.23	0.10	0.12	0.25	0.25	0.17	0.19	0.19
Crit Moves:		****		****				****		****		

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AM Existing
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	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:	205	1130	111	149	981	281	282	765	103	168	836	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	1130	111	149	981	281	282	765	103	168	836	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	1130	111	149	981	281	282	765	103	168	836	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1130	111	149	981	281	282	765	103	168	836	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1130	111	149	981	281	282	765	103	168	836	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	1130	111	149	981	281	282	765	103	168	836	124
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	2.73	0.27	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.61	0.39
Final Sat.:	2880	4371	429	2880	4800	1600	2880	3200	1600	2880	4180	620
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.05	0.20	0.18	0.10	0.24	0.06	0.06	0.20	0.20
Crit Moves:		****		****			****				****	

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Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.575
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	81	1044	151	201	747	76	119	683	38	73	534	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1044	151	201	747	76	119	683	38	73	534	158
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:	81	1044	151	201	747	76	119	683	38	73	534	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1044	151	201	747	76	119	683	38	73	534	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1044	151	201	747	76	119	683	38	73	534	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1044	151	201	747	76	119	683	38	73	534	158
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.32	0.68
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	3704	1096
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.09	0.07	0.16	0.05	0.04	0.14	0.02	0.05	0.14	0.14
Crit Moves:		****		****				****		****		

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MD Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Anza 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	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	187	567	80	122	479	110	109	688	158	105	747	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	567	80	122	479	110	109	688	158	105	747	161
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:	187	567	80	122	479	110	109	688	158	105	747	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	567	80	122	479	110	109	688	158	105	747	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	567	80	122	479	110	109	688	158	105	747	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	567	80	122	479	110	109	688	158	105	747	161
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.75	0.25	2.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2804	396	2880	2602	598	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.04	0.18	0.18	0.07	0.22	0.10	0.07	0.23	0.10
Crit Moves:		****		****			****				****	

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MD Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Anza Avenue						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:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	20	687	154	130	565	23	10	116	28	136	112	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	687	154	130	565	23	10	116	28	136	112	135
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:	20	687	154	130	565	23	10	116	28	136	112	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	687	154	130	565	23	10	116	28	136	112	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	687	154	130	565	23	10	116	28	136	112	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	687	154	130	565	23	10	116	28	136	112	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.63	0.37	1.00	1.92	0.08	1.00	0.81	0.19	2.00	1.00	1.00
Final Sat.:	1600	2614	586	1600	3075	125	1600	1289	311	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.08	0.18	0.18	0.01	0.09	0.09	0.05	0.07	0.08
Crit Moves:		****		****				****		****		

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MD Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	142	511	148	132	451	77	141	521	125	152	602	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	511	148	132	451	77	141	521	125	152	602	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	511	148	132	451	77	141	521	125	152	602	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	511	148	132	451	77	141	521	125	152	602	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	511	148	132	451	77	141	521	125	152	602	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	511	148	132	451	77	141	521	125	152	602	220
Saturation Flow Module:												
Sat/Lane:	1600	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	2.00	1.00	1.00	1.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2733	467	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.09	0.08	0.17	0.16	0.05	0.16	0.08	0.05	0.19	0.14
Crit Moves:	****				****		****				****	

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MD Existing
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	344	1638	240	292	1508	235	309	706	272	284	736	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	1638	240	292	1508	235	309	706	272	284	736	228
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:	344	1638	240	292	1508	235	309	706	272	284	736	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	1638	240	292	1508	235	309	706	272	284	736	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1638	240	292	1508	235	309	706	272	284	736	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	1638	240	292	1508	235	309	706	272	284	736	228
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	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.15	0.10	0.24	0.15	0.11	0.15	0.17	0.10	0.15	0.14
Crit Moves:	****				****				****	****		

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MD Existing
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	74	2198	19	120	2029	56	77	5	81	33	13	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	2198	19	120	2029	56	77	5	81	33	13	83
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:	74	2198	19	120	2029	56	77	5	81	33	13	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	2198	19	120	2029	56	77	5	81	33	13	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	2198	19	120	2029	56	77	5	81	33	13	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	2198	19	120	2029	56	77	5	81	33	13	83
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6345	55	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.04	0.32	0.04	0.05	0.00	0.05	0.02	0.01	0.05
Crit Moves:		****		****			****					****

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MD Existing
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	136	1892	245	330	1779	73	116	387	91	280	268	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1892	245	330	1779	73	116	387	91	280	268	240
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:	136	1892	245	330	1779	73	116	387	91	280	268	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1892	245	330	1779	73	116	387	91	280	268	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1892	245	330	1779	73	116	387	91	280	268	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1892	245	330	1779	73	116	387	91	280	268	240
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.84	0.16	1.00	1.62	0.38	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6148	252	1600	2591	609	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.15	0.11	0.29	0.29	0.07	0.15	0.15	0.10	0.06	0.15
Crit Moves:		****		****				****		****		

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	253	1889	466	291	1707	212	296	688	126	509	758	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	1889	466	291	1707	212	296	688	126	509	758	315
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:	253	1889	466	291	1707	212	296	688	126	509	758	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	1889	466	291	1707	212	296	688	126	509	758	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	1889	466	291	1707	212	296	688	126	509	758	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	1889	466	291	1707	212	296	688	126	509	758	315
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	4.00	1.00	2.00	2.54	0.46	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4057	743	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.29	0.10	0.27	0.13	0.10	0.17	0.17	0.18	0.16	0.20
Crit Moves:		****		****				****		****		

MD Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

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:	126	747	126	120	798	222	304	629	144	174	866	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:	126	747	126	120	798	222	304	629	144	174	866	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:	126	747	126	120	798	222	304	629	144	174	866	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:	126	747	126	120	798	222	304	629	144	174	866	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	747	126	120	798	222	304	629	144	174	866	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:	126	747	126	120	798	222	304	629	144	174	866	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	2.57	0.43	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.57	0.43
Final Sat.:	2880	4107	693	2880	4800	1600	2880	3200	1600	2880	4112	688
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.04	0.17	0.14	0.11	0.20	0.09	0.06	0.21	0.21
Crit Moves:		****		****			****				****	

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MD Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	96	621	172	236	511	2	192	610	94	74	468	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	621	172	236	511	2	192	610	94	74	468	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	621	172	236	511	2	192	610	94	74	468	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	621	172	236	511	2	192	610	94	74	468	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	621	172	236	511	2	192	610	94	74	468	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	621	172	236	511	2	192	610	94	74	468	121
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.38	0.62
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	3814	986
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.11	0.08	0.11	0.00	0.07	0.13	0.06	0.05	0.12	0.12
Crit Moves:		****		****			****				****	

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PM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	Anza 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	1 1 0		2 0	1 1 0		1 0	2 0 1		1 0	2 0 1	
Volume Module:												
Base Vol:	258	855	61	149	874	109	110	721	174	198	916	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	855	61	149	874	109	110	721	174	198	916	215
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:	258	855	61	149	874	109	110	721	174	198	916	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	855	61	149	874	109	110	721	174	198	916	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	855	61	149	874	109	110	721	174	198	916	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	855	61	149	874	109	110	721	174	198	916	215
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.87	0.13	2.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2987	213	2880	2845	355	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.05	0.31	0.31	0.07	0.23	0.11	0.12	0.29	0.13
Crit Moves:	****				****		****				****	

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PM Existing
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Anza Avenue						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:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	31	925	135	156	956	51	26	162	48	287	321	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	925	135	156	956	51	26	162	48	287	321	220
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:	31	925	135	156	956	51	26	162	48	287	321	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	925	135	156	956	51	26	162	48	287	321	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	925	135	156	956	51	26	162	48	287	321	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	925	135	156	956	51	26	162	48	287	321	220
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	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	1.75	0.25	1.00	1.90	0.10	1.00	0.77	0.23	2.00	1.00	1.00
Final Sat.:	1600	2792	408	1600	3038	162	1600	1234	366	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.10	0.31	0.31	0.02	0.13	0.13	0.10	0.20	0.14
Crit Moves:		****		****				****		****		

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PM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	160	730	142	203	910	118	140	695	207	231	838	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	730	142	203	910	118	140	695	207	231	838	267
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:	160	730	142	203	910	118	140	695	207	231	838	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	730	142	203	910	118	140	695	207	231	838	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	730	142	203	910	118	140	695	207	231	838	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	730	142	203	910	118	140	695	207	231	838	267
Saturation Flow Module:												
Sat/Lane:	1600	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	2.00	1.00	1.00	1.77	0.23	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2833	367	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.09	0.13	0.32	0.32	0.05	0.22	0.13	0.08	0.26	0.17
Crit Moves:	****				****		****				****	

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PM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	292	1863	222	297	1869	243	333	918	309	346	1003	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:	292	1863	222	297	1869	243	333	918	309	346	1003	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:	292	1863	222	297	1869	243	333	918	309	346	1003	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:	292	1863	222	297	1869	243	333	918	309	346	1003	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1863	222	297	1869	243	333	918	309	346	1003	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:	292	1863	222	297	1869	243	333	918	309	346	1003	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	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.14	0.10	0.29	0.15	0.12	0.19	0.19	0.12	0.21	0.13
Crit Moves:	****				****		****				****	

PM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	57	2367	13	73	2417	89	106	6	85	53	23	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:	57	2367	13	73	2417	89	106	6	85	53	23	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:	57	2367	13	73	2417	89	106	6	85	53	23	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:	57	2367	13	73	2417	89	106	6	85	53	23	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2367	13	73	2417	89	106	6	85	53	23	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:	57	2367	13	73	2417	89	106	6	85	53	23	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6365	35	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.03	0.38	0.06	0.07	0.00	0.05	0.03	0.01	0.09
Crit Moves:	****				****		****					****

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PM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	108	2031	268	390	2157	52	109	532	83	340	547	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	2031	268	390	2157	52	109	532	83	340	547	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	2031	268	390	2157	52	109	532	83	340	547	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	2031	268	390	2157	52	109	532	83	340	547	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	2031	268	390	2157	52	109	532	83	340	547	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	2031	268	390	2157	52	109	532	83	340	547	274
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.91	0.09	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6249	151	1600	2768	432	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.17	0.14	0.35	0.35	0.07	0.19	0.19	0.12	0.11	0.17
Crit Moves:		****		****				****		****		

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PM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.960
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	E

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	265	1916	558	342	2004	299	271	876	108	541	939	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1916	558	342	2004	299	271	876	108	541	939	211
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:	265	1916	558	342	2004	299	271	876	108	541	939	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1916	558	342	2004	299	271	876	108	541	939	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1916	558	342	2004	299	271	876	108	541	939	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	1916	558	342	2004	299	271	876	108	541	939	211
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	4.00	1.00	2.00	2.67	0.33	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4273	527	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.35	0.12	0.31	0.19	0.09	0.21	0.20	0.19	0.20	0.13
Crit Moves:			****	****				****		****		

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PM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	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:	139	1019	138	215	1229	306	336	888	244	285	1023	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1019	138	215	1229	306	336	888	244	285	1023	135
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:	139	1019	138	215	1229	306	336	888	244	285	1023	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1019	138	215	1229	306	336	888	244	285	1023	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1019	138	215	1229	306	336	888	244	285	1023	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1019	138	215	1229	306	336	888	244	285	1023	135
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	2.65	0.35
Final Sat.:	2880	4227	573	2880	4800	1600	2880	3200	1600	2880	4240	560
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.07	0.26	0.19	0.12	0.28	0.15	0.10	0.24	0.24
Crit Moves:		****		****				****		****		

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PM Existing
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.678
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	100	777	101	396	1103	218	214	983	120	76	849	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	777	101	396	1103	218	214	983	120	76	849	132
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:	100	777	101	396	1103	218	214	983	120	76	849	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	777	101	396	1103	218	214	983	120	76	849	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	777	101	396	1103	218	214	983	120	76	849	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	777	101	396	1103	218	214	983	120	76	849	132
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.60	0.40
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	4154	646
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.06	0.14	0.23	0.14	0.07	0.20	0.08	0.05	0.20	0.20
Crit Moves:		****		****			****				****	

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APPENDIX C-II

EXISTING WITH PROJECT TRAFFIC CONDITIONS (ICU METHODOLOGY)

AM Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #1 Anza 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:	Anza 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	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	232	818	121	128	636	132	152	911	208	82	676	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	818	121	128	636	132	152	911	208	82	676	126
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:	232	818	121	128	636	132	152	911	208	82	676	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	818	121	128	636	132	152	911	208	82	676	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	818	121	128	636	132	152	911	208	82	676	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	818	121	128	636	132	152	911	208	82	676	126
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.74	0.26	2.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2788	412	2880	2650	550	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.04	0.24	0.24	0.10	0.28	0.13	0.05	0.21	0.08
Crit Moves:		****		****				****		****		

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AM Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Anza Avenue						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:	1 0	1 1	0	1 0	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	21	910	275	182	773	22	27	293	63	102	156	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	910	275	182	773	22	27	293	63	102	156	133
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:	21	910	275	182	773	22	27	293	63	102	156	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	910	275	182	773	22	27	293	63	102	156	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	910	275	182	773	22	27	293	63	102	156	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	910	275	182	773	22	27	293	63	102	156	133
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.54	0.46	1.00	1.94	0.06	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1600	2457	743	1600	3111	89	1600	1317	283	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.11	0.25	0.25	0.02	0.22	0.22	0.04	0.10	0.08
Crit Moves:		****		****				****		****		

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Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.798
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	107	734	230	204	679	64	229	857	228	210	598	215
Growth Adj:	1.00	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	734	230	204	679	64	229	857	228	210	598	215
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	734	230	204	679	64	229	857	228	210	598	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	734	230	204	679	64	229	857	228	210	598	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	734	230	204	679	64	229	857	228	210	598	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	734	230	204	679	64	229	857	228	210	598	215
Saturation Flow Module:												
Sat/Lane:	1600	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	2.00	1.00	1.00	1.83	0.17	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2924	276	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.14	0.13	0.23	0.23	0.08	0.27	0.14	0.07	0.19	0.13
Crit Moves:		****		****				****		****		

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ICU Analysis

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

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	262	1758	210	214	1600	205	264	885	140	274	829	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1758	210	214	1600	205	264	885	140	274	829	109
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:	262	1758	210	214	1600	205	264	885	140	274	829	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	1758	210	214	1600	205	264	885	140	274	829	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1758	210	214	1600	205	264	885	140	274	829	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	1758	210	214	1600	205	264	885	140	274	829	109
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	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.13	0.07	0.25	0.13	0.09	0.18	0.09	0.10	0.17	0.07
Crit Moves:		****		****				****		****		

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Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	61	2305	8	20	1864	125	53	0	34	13	2	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	2305	8	20	1864	125	53	0	34	13	2	23
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:	61	2305	8	20	1864	125	53	0	34	13	2	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	2305	8	20	1864	125	53	0	34	13	2	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2305	8	20	1864	125	53	0	34	13	2	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2305	8	20	1864	125	53	0	34	13	2	23
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6378	22	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.01	0.29	0.08	0.03	0.00	0.02	0.01	0.00	0.01
Crit Moves:		****		****			****					****

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	114	2080	199	130	1656	107	97	571	60	154	331	155
Growth Adj:	1.00	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	2080	199	130	1656	107	97	571	60	154	331	155
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	2080	199	130	1656	107	97	571	60	154	331	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	2080	199	130	1656	107	97	571	60	154	331	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2080	199	130	1656	107	97	571	60	154	331	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2080	199	130	1656	107	97	571	60	154	331	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.76	0.24	1.00	1.81	0.19	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6012	388	1600	2896	304	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.12	0.05	0.28	0.28	0.06	0.20	0.20	0.05	0.07	0.10
Crit Moves:		****		****				****		****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	125	1776	355	159	1456	157	352	1116	103	490	927	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1776	355	159	1456	157	352	1116	103	490	927	308
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1776	355	159	1456	157	352	1116	103	490	927	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1776	355	159	1456	157	352	1116	103	490	927	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1776	355	159	1456	157	352	1116	103	490	927	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1776	355	159	1456	157	352	1116	103	490	927	308
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	4.00	1.00	2.00	2.75	0.25	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4394	406	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.22	0.06	0.23	0.10	0.12	0.25	0.25	0.17	0.19	0.19
Crit Moves:		****		****				****		****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	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:	205	1130	111	149	981	283	284	772	103	168	845	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	1130	111	149	981	283	284	772	103	168	845	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	1130	111	149	981	283	284	772	103	168	845	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1130	111	149	981	283	284	772	103	168	845	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1130	111	149	981	283	284	772	103	168	845	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	1130	111	149	981	283	284	772	103	168	845	124
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	2.73	0.27	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.62	0.38
Final Sat.:	2880	4371	429	2880	4800	1600	2880	3200	1600	2880	4186	614
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.05	0.20	0.18	0.10	0.24	0.06	0.06	0.20	0.20
Crit Moves:		****		****			****				****	

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.576
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	81	1044	151	201	747	76	119	687	38	73	539	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1044	151	201	747	76	119	687	38	73	539	158
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:	81	1044	151	201	747	76	119	687	38	73	539	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1044	151	201	747	76	119	687	38	73	539	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1044	151	201	747	76	119	687	38	73	539	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1044	151	201	747	76	119	687	38	73	539	158
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.32	0.68
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	3712	1088
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.09	0.07	0.16	0.05	0.04	0.14	0.02	0.05	0.15	0.15
Crit Moves:		****		****				****		****		

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MD Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Anza 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	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	197	577	80	122	491	110	109	688	170	105	747	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	577	80	122	491	110	109	688	170	105	747	161
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:	197	577	80	122	491	110	109	688	170	105	747	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	577	80	122	491	110	109	688	170	105	747	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	577	80	122	491	110	109	688	170	105	747	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	577	80	122	491	110	109	688	170	105	747	161
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.76	0.24	2.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2810	390	2880	2614	586	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.04	0.19	0.19	0.07	0.22	0.11	0.07	0.23	0.10
Crit Moves:	****				****		****				****	

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ICU Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Anza Avenue						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:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	20	687	173	155	565	23	10	123	28	151	117	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	687	173	155	565	23	10	123	28	151	117	155
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:	20	687	173	155	565	23	10	123	28	151	117	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	687	173	155	565	23	10	123	28	151	117	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	687	173	155	565	23	10	123	28	151	117	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	687	173	155	565	23	10	123	28	151	117	155
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.60	0.40	1.00	1.92	0.08	1.00	0.81	0.19	2.00	1.00	1.00
Final Sat.:	1600	2556	644	1600	3075	125	1600	1303	297	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.10	0.18	0.18	0.01	0.09	0.09	0.05	0.07	0.10
Crit Moves:		****		****				****		****		

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Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	142	523	148	132	461	82	148	521	125	152	602	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	523	148	132	461	82	148	521	125	152	602	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	523	148	132	461	82	148	521	125	152	602	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	523	148	132	461	82	148	521	125	152	602	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	523	148	132	461	82	148	521	125	152	602	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	523	148	132	461	82	148	521	125	152	602	220
Saturation Flow Module:												
Sat/Lane:	1600	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	2.00	1.00	1.00	1.70	0.30	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2717	483	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.09	0.08	0.17	0.17	0.05	0.16	0.08	0.05	0.19	0.14
Crit Moves:	****				****		****				****	

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

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	344	1687	269	292	1569	235	309	706	272	320	736	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	1687	269	292	1569	235	309	706	272	320	736	228
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:	344	1687	269	292	1569	235	309	706	272	320	736	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	1687	269	292	1569	235	309	706	272	320	736	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1687	269	292	1569	235	309	706	272	320	736	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	1687	269	292	1569	235	309	706	272	320	736	228
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	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.17	0.10	0.25	0.15	0.11	0.15	0.17	0.11	0.15	0.14
Crit Moves:	****				****				****	****		

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MD Existing With Project
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	124	2226	19	120	2059	124	125	5	130	33	13	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	2226	19	120	2059	124	125	5	130	33	13	83
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:	124	2226	19	120	2059	124	125	5	130	33	13	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	2226	19	120	2059	124	125	5	130	33	13	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	2226	19	120	2059	124	125	5	130	33	13	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	2226	19	120	2059	124	125	5	130	33	13	83
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6346	54	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.35	0.04	0.32	0.08	0.08	0.00	0.08	0.02	0.01	0.05
Crit Moves:	****				****		****					****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	174	1933	245	335	1808	120	146	397	126	280	279	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1933	245	335	1808	120	146	397	126	280	279	247
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:	174	1933	245	335	1808	120	146	397	126	280	279	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1933	245	335	1808	120	146	397	126	280	279	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1933	245	335	1808	120	146	397	126	280	279	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1933	245	335	1808	120	146	397	126	280	279	247
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.75	0.25	1.00	1.52	0.48	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6002	398	1600	2429	771	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.15	0.12	0.30	0.30	0.09	0.16	0.16	0.10	0.06	0.15
Crit Moves:		****		****				****		****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

****

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	253	1943	466	311	1751	212	296	688	126	509	758	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	1943	466	311	1751	212	296	688	126	509	758	340
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:	253	1943	466	311	1751	212	296	688	126	509	758	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	1943	466	311	1751	212	296	688	126	509	758	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	1943	466	311	1751	212	296	688	126	509	758	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	1943	466	311	1751	212	296	688	126	509	758	340
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	4.00	1.00	2.00	2.54	0.46	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4057	743	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.29	0.11	0.27	0.13	0.10	0.17	0.17	0.18	0.16	0.21
Crit Moves:		****		****				****		****		

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MD Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

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:	126	747	126	120	798	229	309	654	144	174	896	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:	126	747	126	120	798	229	309	654	144	174	896	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:	126	747	126	120	798	229	309	654	144	174	896	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:	126	747	126	120	798	229	309	654	144	174	896	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	747	126	120	798	229	309	654	144	174	896	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:	126	747	126	120	798	229	309	654	144	174	896	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	2.57	0.43	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.58	0.42
Final Sat.:	2880	4107	693	2880	4800	1600	2880	3200	1600	2880	4131	669
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.18	0.04	0.17	0.14	0.11	0.20	0.09	0.06	0.22	0.22
Crit Moves:		****		****			****				****	

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MD Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	96	621	172	236	511	2	192	625	94	74	486	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	621	172	236	511	2	192	625	94	74	486	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	621	172	236	511	2	192	625	94	74	486	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	621	172	236	511	2	192	625	94	74	486	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	621	172	236	511	2	192	625	94	74	486	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	621	172	236	511	2	192	625	94	74	486	121
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.40	0.60
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	3843	957
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.11	0.08	0.11	0.00	0.07	0.13	0.06	0.05	0.13	0.13
Crit Moves:		****		****			****				****	

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PM Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Anza 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	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	267	864	61	149	883	109	110	721	183	198	916	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	864	61	149	883	109	110	721	183	198	916	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	864	61	149	883	109	110	721	183	198	916	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	864	61	149	883	109	110	721	183	198	916	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	864	61	149	883	109	110	721	183	198	916	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	864	61	149	883	109	110	721	183	198	916	215
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.87	0.13	2.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2989	211	2880	2848	352	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.29	0.05	0.31	0.31	0.07	0.23	0.11	0.12	0.29	0.13
Crit Moves:	****				****		****				****	

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PM Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Anza Avenue						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:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	31	925	151	175	956	51	26	168	48	301	325	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	925	151	175	956	51	26	168	48	301	325	239
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:	31	925	151	175	956	51	26	168	48	301	325	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	925	151	175	956	51	26	168	48	301	325	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	925	151	175	956	51	26	168	48	301	325	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	925	151	175	956	51	26	168	48	301	325	239
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	1.72	0.28	1.00	1.90	0.10	1.00	0.78	0.22	2.00	1.00	1.00
Final Sat.:	1600	2751	449	1600	3038	162	1600	1244	356	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.11	0.31	0.31	0.02	0.14	0.13	0.10	0.20	0.15
Crit Moves:		****		****				****		****		

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PM Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	160	739	142	203	919	122	146	695	207	231	838	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	739	142	203	919	122	146	695	207	231	838	267
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:	160	739	142	203	919	122	146	695	207	231	838	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	739	142	203	919	122	146	695	207	231	838	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	739	142	203	919	122	146	695	207	231	838	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	739	142	203	919	122	146	695	207	231	838	267
Saturation Flow Module:												
Sat/Lane:	1600	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	2.00	1.00	1.00	1.77	0.23	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2825	375	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.09	0.13	0.33	0.33	0.05	0.22	0.13	0.08	0.26	0.17
Crit Moves:	****				****		****				****	

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PM Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

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:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	292	1909	250	297	1914	243	333	918	309	374	1003	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:	292	1909	250	297	1914	243	333	918	309	374	1003	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:	292	1909	250	297	1914	243	333	918	309	374	1003	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:	292	1909	250	297	1914	243	333	918	309	374	1003	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1909	250	297	1914	243	333	918	309	374	1003	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:	292	1909	250	297	1914	243	333	918	309	374	1003	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	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.16	0.10	0.30	0.15	0.12	0.19	0.19	0.13	0.21	0.13
Crit Moves:	****				****		****				****	

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Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	109	2388	13	73	2425	154	154	6	133	53	23	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:	109	2388	13	73	2425	154	154	6	133	53	23	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:	109	2388	13	73	2425	154	154	6	133	53	23	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:	109	2388	13	73	2425	154	154	6	133	53	23	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2388	13	73	2425	154	154	6	133	53	23	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:	109	2388	13	73	2425	154	154	6	133	53	23	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6365	35	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.38	0.38	0.03	0.38	0.10	0.10	0.00	0.08	0.03	0.01	0.09
Crit Moves:	****				****		****					****

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PM Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	128	2069	268	394	2183	82	138	542	117	340	553	280
Growth Adj:	1.00	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	2069	268	394	2183	82	138	542	117	340	553	280
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	2069	268	394	2183	82	138	542	117	340	553	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2069	268	394	2183	82	138	542	117	340	553	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2069	268	394	2183	82	138	542	117	340	553	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	2069	268	394	2183	82	138	542	117	340	553	280
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.86	0.14	1.00	1.64	0.36	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6168	232	1600	2632	568	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.17	0.14	0.35	0.35	0.09	0.21	0.21	0.12	0.12	0.17
Crit Moves:		****		****				****		****		

PM Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.967
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	Level Of Service:	E

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	265	1955	558	361	2046	299	271	876	108	541	939	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1955	558	361	2046	299	271	876	108	541	939	230
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:	265	1955	558	361	2046	299	271	876	108	541	939	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1955	558	361	2046	299	271	876	108	541	939	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1955	558	361	2046	299	271	876	108	541	939	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	1955	558	361	2046	299	271	876	108	541	939	230
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	4.00	1.00	2.00	2.67	0.33	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4273	527	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.35	0.13	0.32	0.19	0.09	0.21	0.20	0.19	0.20	0.14
Crit Moves:			****	****				****		****		

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PM Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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:	139	1019	138	215	1229	312	340	912	244	285	1045	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1019	138	215	1229	312	340	912	244	285	1045	135
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:	139	1019	138	215	1229	312	340	912	244	285	1045	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1019	138	215	1229	312	340	912	244	285	1045	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1019	138	215	1229	312	340	912	244	285	1045	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1019	138	215	1229	312	340	912	244	285	1045	135
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	2.66	0.34
Final Sat.:	2880	4227	573	2880	4800	1600	2880	3200	1600	2880	4251	549
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.24	0.07	0.26	0.20	0.12	0.28	0.15	0.10	0.25	0.25
Crit Moves:		****		****				****		****		

PM Existing With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	100	777	101	396	1103	218	214	997	120	76	861	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	777	101	396	1103	218	214	997	120	76	861	132
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:	100	777	101	396	1103	218	214	997	120	76	861	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	777	101	396	1103	218	214	997	120	76	861	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	777	101	396	1103	218	214	997	120	76	861	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	777	101	396	1103	218	214	997	120	76	861	132
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.60	0.40
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	4162	638
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.06	0.14	0.23	0.14	0.07	0.21	0.08	0.05	0.21	0.21
Crit Moves:		****		****			****				****	

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APPENDIX D

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

APPENDIX D-I

EXISTING TRAFFIC CONDITIONS (HCM METHODOLOGY)

AM Existing
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.698
Loss Time (sec):	16	Average Delay (sec/veh):	32.9
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	229	815	121	128	632	132	152	911	204	82	676	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	815	121	128	632	132	152	911	204	82	676	126
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:	229	815	121	128	632	132	152	911	204	82	676	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	815	121	128	632	132	152	911	204	82	676	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	815	121	128	632	132	152	911	204	82	676	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	229	815	121	128	632	132	152	911	204	82	676	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.74	0.26	2.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3084	458	3502	2909	608	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.04	0.22	0.22	0.08	0.25	0.13	0.05	0.19	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.34	0.34	0.07	0.32	0.32	0.09	0.36	0.36	0.06	0.33	0.33
Volume/Cap:	0.70	0.78	0.78	0.54	0.69	0.69	0.90	0.70	0.35	0.70	0.57	0.24
Delay/Veh:	48.7	31.3	31.3	45.2	30.2	30.2	83.3	27.9	22.8	61.3	27.0	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	31.3	31.3	45.2	30.2	30.2	83.3	27.9	22.8	61.3	27.0	23.4
LOS by Move:	D	C	C	D	C	C	F	C	C	E	C	C
HCM2kAvgQ:	5	15	15	3	11	11	7	13	4	4	9	3

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AM Existing
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	16	Average Delay (sec/veh):	34.0
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	21	910	269	175	773	22	27	291	63	98	154	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	910	269	175	773	22	27	291	63	98	154	128
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:	21	910	269	175	773	22	27	291	63	98	154	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	910	269	175	773	22	27	291	63	98	154	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	910	269	175	773	22	27	291	63	98	154	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	910	269	175	773	22	27	291	63	98	154	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	1.54	0.46	1.00	1.94	0.06	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1805	2692	796	1805	3496	99	1805	1520	329	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.10	0.22	0.22	0.01	0.19	0.19	0.03	0.08	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.42	0.42	0.12	0.43	0.43	0.05	0.26	0.26	0.05	0.26	0.26
Volume/Cap:	0.11	0.81	0.81	0.81	0.51	0.51	0.27	0.73	0.73	0.51	0.31	0.30
Delay/Veh:	44.7	31.8	31.8	67.4	23.2	23.2	51.4	42.3	42.3	52.9	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	31.8	31.8	67.4	23.2	23.2	51.4	42.3	42.3	52.9	32.8	32.8
LOS by Move:	D	C	C	E	C	C	D	D	D	D	C	C
HCM2kAvgQ:	1	20	20	8	10	10	1	12	12	2	4	4

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AM Existing
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	16	Average Delay (sec/veh):	34.6
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	107	730	230	204	676	62	227	857	228	210	598	215
Growth Adj:	1.00	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	730	230	204	676	62	227	857	228	210	598	215
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	730	230	204	676	62	227	857	228	210	598	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	730	230	204	676	62	227	857	228	210	598	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	730	230	204	676	62	227	857	228	210	598	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	730	230	204	676	62	227	857	228	210	598	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3264	299	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.14	0.11	0.21	0.21	0.06	0.24	0.14	0.06	0.17	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.30	0.30	0.12	0.34	0.34	0.07	0.32	0.32	0.08	0.33	0.33
Volume/Cap:	0.77	0.67	0.48	0.93	0.60	0.60	0.94	0.74	0.44	0.77	0.50	0.40
Delay/Veh:	62.9	29.4	26.5	79.9	25.2	25.2	84.5	29.6	24.7	52.9	24.4	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	29.4	26.5	79.9	25.2	25.2	84.5	29.6	24.7	52.9	24.4	23.7
LOS by Move:	E	C	C	E	C	C	F	C	C	D	C	C
HCM2kAvgQ:	5	10	6	9	9	9	6	13	5	5	7	5

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Del Amo Financial TIA, Torrance
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2000 HCM Unsignalized Method (Future Volume Alternative)

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Intersection #4 Village Court at Del Amo Circle

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Average Delay (sec/veh): 4.3 Worst Case Level Of Service: A[9.6]

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Street Name:	Village Court						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	32	0	20	78	80	0	0	32	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	0	20	78	80	0	0	32	11
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	0	0	32	0	20	78	80	0	0	32	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	0	20	78	80	0	0	32	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	32	0	20	78	80	0	0	32	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	234	xxxx	22	43	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	740	xxxx	1057	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	712	xxxx	1057	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.02	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.3	xxxx	8.5	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.6			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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HCM Analysis

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

Intersection #5 Del Amo Circle at Carson Street

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: C[16.5]

Street Name:	Del Amo Circle						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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 2		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	1	0	2	19	2	36	85	689	12	10	392	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	2	19	2	36	85	689	12	10	392	43
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:	1	0	2	19	2	36	85	689	12	10	392	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	2	19	2	36	85	689	12	10	392	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	19	2	36	85	689	12	10	392	43
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1082	1320	351	927	1283	196	435	xxxx	xxxxx	701	xxxx	xxxxx
Potent Cap.:	175	158	652	226	167	819	1135	xxxx	xxxxx	905	xxxx	xxxxx
Move Cap.:	154	145	652	211	152	819	1135	xxxx	xxxxx	905	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	0.09	0.01	0.04	0.07	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	0.0	0.3	0.0	0.1	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	28.5	xxxx	10.5	23.7	28.9	9.6	8.4	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	D	*	B	C	D	A	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.5			15.0			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

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

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	16	Average Delay (sec/veh):	33.9
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	262	1744	201	214	1582	205	264	885	140	264	829	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1744	201	214	1582	205	264	885	140	264	829	109
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:	262	1744	201	214	1582	205	264	885	140	264	829	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	1744	201	214	1582	205	264	885	140	264	829	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1744	201	214	1582	205	264	885	140	264	829	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	1744	201	214	1582	205	264	885	140	264	829	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.12	0.06	0.23	0.13	0.08	0.17	0.09	0.08	0.16	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.39	0.39	0.07	0.35	0.35	0.11	0.30	0.30	0.09	0.29	0.29
Volume/Cap:	0.72	0.65	0.32	0.88	0.65	0.36	0.72	0.56	0.28	0.88	0.56	0.24
Delay/Veh:	52.2	26.9	22.8	78.0	29.2	25.6	52.1	31.1	28.1	71.0	32.4	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	26.9	22.8	78.0	29.2	25.6	52.1	31.1	28.1	71.0	32.4	29.0
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	6	13	5	6	12	5	6	9	4	7	9	3

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Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	120	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	12	Average Delay (sec/veh):	14.0
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	48	2298	8	20	1855	107	38	0	18	13	2	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	2298	8	20	1855	107	38	0	18	13	2	23
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:	48	2298	8	20	1855	107	38	0	18	13	2	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	2298	8	20	1855	107	38	0	18	13	2	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	2298	8	20	1855	107	38	0	18	13	2	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	2298	8	20	1855	107	38	0	18	13	2	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.75	0.95	0.81	0.75	0.82	0.82
Lanes:	1.00	3.99	0.01	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6892	24	3502	6916	1615	1419	1805	1534	1431	1556	1556
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.01	0.27	0.07	0.03	0.00	0.01	0.01	0.00	0.01
Crit Moves:		****		****			****					
Green/Cycle:	0.11	0.64	0.64	0.05	0.58	0.58	0.21	0.00	0.21	0.21	0.21	0.21
Volume/Cap:	0.24	0.52	0.52	0.11	0.46	0.11	0.13	0.00	0.06	0.04	0.01	0.07
Delay/Veh:	49.6	11.7	11.7	54.8	14.3	11.2	38.8	0.0	38.1	38.0	37.7	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	11.7	11.7	54.8	14.3	11.2	38.8	0.0	38.1	38.0	37.7	38.3
LOS by Move:	D	B	B	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	2	12	12	0	11	2	1	0	1	0	0	1

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Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	95	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	16	Average Delay (sec/veh):	27.0
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	102	2069	199	128	1646	92	90	569	52	154	328	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	2069	199	128	1646	92	90	569	52	154	328	153
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:	102	2069	199	128	1646	92	90	569	52	154	328	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	2069	199	128	1646	92	90	569	52	154	328	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	2069	199	128	1646	92	90	569	52	154	328	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	2069	199	128	1646	92	90	569	52	154	328	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.94	0.94	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.79	0.21	1.00	1.83	0.17	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6498	363	1805	3265	298	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.12	0.04	0.25	0.25	0.05	0.17	0.17	0.04	0.06	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.42	0.42	0.06	0.40	0.40	0.06	0.28	0.28	0.06	0.28	0.28
Volume/Cap:	0.70	0.71	0.29	0.58	0.63	0.63	0.79	0.61	0.61	0.70	0.22	0.33
Delay/Veh:	56.7	23.6	18.4	47.1	23.1	23.1	73.8	30.6	30.6	52.9	26.1	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	23.6	18.4	47.1	23.1	23.1	73.8	30.6	30.6	52.9	26.1	27.3
LOS by Move:	E	C	B	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	4	15	4	3	12	12	5	9	9	4	3	4

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Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	16	Average Delay (sec/veh):	36.0
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	125	1760	355	154	1444	157	352	1116	103	490	927	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1760	355	154	1444	157	352	1116	103	490	927	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1760	355	154	1444	157	352	1116	103	490	927	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1760	355	154	1444	157	352	1116	103	490	927	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1760	355	154	1444	157	352	1116	103	490	927	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1760	355	154	1444	157	352	1116	103	490	927	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.75	0.25	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4687	433	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.22	0.04	0.21	0.10	0.10	0.24	0.24	0.14	0.18	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.36	0.36	0.06	0.36	0.36	0.11	0.26	0.26	0.16	0.31	0.31
Volume/Cap:	0.59	0.71	0.61	0.73	0.58	0.27	0.93	0.90	0.90	0.90	0.57	0.60
Delay/Veh:	50.4	28.4	28.2	58.7	26.2	22.9	73.3	44.0	44.0	59.4	29.3	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	28.4	28.2	58.7	26.2	22.9	73.3	44.0	44.0	59.4	29.3	31.1
LOS by Move:	D	C	C	E	C	C	E	D	D	E	C	C
HCM2kAvgQ:	3	14	10	4	10	3	9	17	17	11	9	8

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Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	16	Average Delay (sec/veh):	35.8
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	205	1130	111	149	981	281	282	765	103	168	836	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	1130	111	149	981	281	282	765	103	168	836	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	1130	111	149	981	281	282	765	103	168	836	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1130	111	149	981	281	282	765	103	168	836	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1130	111	149	981	281	282	765	103	168	836	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	1130	111	149	981	281	282	765	103	168	836	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	2.73	0.27	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.61	0.39
Final Sat.:	3502	4662	458	3502	5187	1615	3502	3610	1615	3502	4431	657
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.04	0.19	0.17	0.08	0.21	0.06	0.05	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.36	0.36	0.07	0.35	0.35	0.11	0.37	0.37	0.07	0.33	0.33
Volume/Cap:	0.76	0.68	0.68	0.63	0.54	0.50	0.76	0.57	0.17	0.71	0.57	0.57
Delay/Veh:	64.1	32.4	32.4	57.9	30.5	30.3	59.0	29.7	24.6	62.6	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	32.4	32.4	57.9	30.5	30.3	59.0	29.7	24.6	62.6	32.2	32.2
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	14	14	4	10	8	7	12	2	4	11	11

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Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	16	Average Delay (sec/veh):	28.6
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	81	1044	151	201	747	76	119	683	38	73	534	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1044	151	201	747	76	119	683	38	73	534	158
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:	81	1044	151	201	747	76	119	683	38	73	534	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1044	151	201	747	76	119	683	38	73	534	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1044	151	201	747	76	119	683	38	73	534	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1044	151	201	747	76	119	683	38	73	534	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.32	0.68
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	3867	1144
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.09	0.06	0.14	0.05	0.03	0.13	0.02	0.04	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.36	0.36	0.07	0.37	0.37	0.06	0.35	0.35	0.06	0.35	0.35
Volume/Cap:	0.39	0.56	0.26	0.82	0.39	0.13	0.57	0.38	0.07	0.67	0.39	0.39
Delay/Veh:	46.4	26.0	22.8	65.6	23.3	20.9	49.3	24.5	21.7	61.5	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	26.0	22.8	65.6	23.3	20.9	49.3	24.5	21.7	61.5	24.7	24.7
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	2	10	3	5	6	2	3	6	1	4	6	6

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Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	16	Average Delay (sec/veh):	29.1
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	187	567	80	122	479	110	109	688	158	105	747	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	567	80	122	479	110	109	688	158	105	747	161
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:	187	567	80	122	479	110	109	688	158	105	747	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	567	80	122	479	110	109	688	158	105	747	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	567	80	122	479	110	109	688	158	105	747	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	567	80	122	479	110	109	688	158	105	747	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.75	0.25	2.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3104	438	3502	2854	655	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.18	0.03	0.17	0.17	0.06	0.19	0.10	0.06	0.21	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.34	0.34	0.07	0.33	0.33	0.07	0.33	0.33	0.08	0.34	0.34
Volume/Cap:	0.72	0.54	0.54	0.51	0.50	0.50	0.83	0.57	0.29	0.72	0.61	0.29
Delay/Veh:	49.9	24.5	24.5	42.4	24.4	24.4	74.0	25.4	22.5	56.0	25.5	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	24.5	24.5	42.4	24.4	24.4	74.0	25.4	22.5	56.0	25.5	22.0
LOS by Move:	D	C	C	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	8	8	2	7	7	5	9	3	4	10	3

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Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	16	Average Delay (sec/veh):	28.6
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	20	687	154	130	565	23	10	116	28	136	112	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	687	154	130	565	23	10	116	28	136	112	135
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:	20	687	154	130	565	23	10	116	28	136	112	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	687	154	130	565	23	10	116	28	136	112	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	687	154	130	565	23	10	116	28	136	112	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	687	154	130	565	23	10	116	28	136	112	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	1.63	0.37	1.00	1.92	0.08	1.00	0.81	0.19	2.00	1.00	1.00
Final Sat.:	1805	2869	643	1805	3448	140	1805	1486	359	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.24	0.07	0.16	0.16	0.01	0.08	0.08	0.04	0.06	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.33	0.33	0.10	0.35	0.35	0.07	0.32	0.32	0.07	0.32	0.32
Volume/Cap:	0.13	0.72	0.72	0.72	0.47	0.47	0.08	0.24	0.24	0.58	0.18	0.26
Delay/Veh:	38.3	28.5	28.5	52.3	23.3	23.3	39.7	22.6	22.6	44.5	22.1	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	28.5	28.5	52.3	23.3	23.3	39.7	22.6	22.6	44.5	22.1	22.8
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	12	12	5	7	7	0	3	3	3	2	3

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

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Intersection #3 Anza Avenue at Sepulveda Boulevard

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Cycle (sec):	95	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	16	Average Delay (sec/veh):	29.9
Optimal Cycle:	88	Level Of Service:	C

****

Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	142	511	148	132	451	77	141	521	125	152	602	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	511	148	132	451	77	141	521	125	152	602	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	511	148	132	451	77	141	521	125	152	602	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	511	148	132	451	77	141	521	125	152	602	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	511	148	132	451	77	141	521	125	152	602	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	511	148	132	451	77	141	521	125	152	602	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3016	515	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.09	0.07	0.15	0.15	0.04	0.14	0.08	0.04	0.17	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.36	0.36	0.10	0.33	0.33	0.07	0.31	0.31	0.06	0.31	0.31
Volume/Cap:	0.59	0.39	0.26	0.73	0.46	0.46	0.59	0.47	0.25	0.68	0.55	0.45
Delay/Veh:	42.8	22.9	21.7	55.9	25.6	25.6	47.1	26.8	24.8	51.7	28.1	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	22.9	21.7	55.9	25.6	25.6	47.1	26.8	24.8	51.7	28.1	27.2
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	6	3	5	7	7	3	7	3	4	8	5

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #4 Village Court at Del Amo Circle

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: A[9.4]

Street Name:	Village Court									Del Amo Circle								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	0	1	0	1	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0			35	1		57		73	46		0		0	44		39	
Growth Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	0	0			35	1		57		73	46		0		0	44		39	
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	0	0			35	1		57		73	46		0		0	44		39	
User Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00	1.00			1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	0	0			35	1		57		73	46		0		0	44		39	
Reduct Vol:	0	0	0			0	0		0		0	0		0		0	0		0	
FinalVolume:	0	0	0			35	1		57		73	46		0		0	44		39	
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			6.8	6.5		6.9		4.1	xxxx	xxxxx	xxxxx		xxxx	xxxxx			
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0		3.3		2.2	xxxx	xxxxx	xxxxx		xxxx	xxxxx			
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			233	256		42		83	xxxx	xxxxx	xxxx		xxxx	xxxxx			
Potent Cap.:	xxxx	xxxx	xxxxx			741	652		1027		1527	xxxx	xxxxx	xxxx		xxxx	xxxxx			
Move Cap.:	xxxx	xxxx	xxxxx			714	621		1027		1527	xxxx	xxxxx	xxxx		xxxx	xxxxx			
Volume/Cap:	xxxx	xxxx	xxxx			0.05	0.00		0.06		0.05	xxxx	xxxx	xxxx		xxxx	xxxx			
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx		xxxxx		0.2	xxxx	xxxxx	xxxx		xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx		xxxxx		7.5	xxxx	xxxxx	xxxxx		xxxx	xxxxx			
LOS by Move:	*	*	*			*	*		*		A	*	*	*		*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			711	xxxx		1015		xxxx	xxxx	xxxxx	xxxx		xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx			0.2	xxxx		0.2		xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx			10.3	xxxx		8.8		xxxxx	xxxx	xxxxx	xxxxx		xxxx	xxxxx			
Shared LOS:	*	*	*			B	*		A		*	*	*	*		*	*			
ApproachDel:	xxxxxx						9.4				xxxxxx					xxxxxx				
ApproachLOS:		*					A					*					*			

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Del Amo Circle at Carson Street

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: B[14.6]

Street Name:	Del Amo Circle						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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	2	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	9	5	10	26	2	72	56	389	13	11	319	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	5	10	26	2	72	56	389	13	11	319	60
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:	9	5	10	26	2	72	56	389	13	11	319	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	5	10	26	2	72	56	389	13	11	319	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	5	10	26	2	72	56	389	13	11	319	60
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	690	909	201	650	855	160	379	xxxx	xxxxx	402	xxxx	xxxxx
Potent Cap.:	335	277	813	358	298	864	1191	xxxx	xxxxx	1168	xxxx	xxxxx
Move Cap.:	293	262	813	334	281	864	1191	xxxx	xxxxx	1168	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.01	0.08	0.01	0.08	0.05	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.1	0.0	0.3	0.0	0.3	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	17.7	19.0	9.5	16.7	17.9	9.5	8.2	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	C	C	A	C	C	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.6			11.6			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

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Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	16	Average Delay (sec/veh):	36.8
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	344	1638	240	292	1508	235	309	706	272	284	736	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	1638	240	292	1508	235	309	706	272	284	736	228
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:	344	1638	240	292	1508	235	309	706	272	284	736	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	1638	240	292	1508	235	309	706	272	284	736	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1638	240	292	1508	235	309	706	272	284	736	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	1638	240	292	1508	235	309	706	272	284	736	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.15	0.08	0.22	0.15	0.09	0.14	0.17	0.08	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.37	0.37	0.09	0.34	0.34	0.12	0.29	0.29	0.09	0.27	0.27
Volume/Cap:	0.76	0.64	0.40	0.88	0.65	0.43	0.76	0.46	0.57	0.86	0.52	0.52
Delay/Veh:	53.6	29.0	26.0	72.2	31.6	28.9	55.2	31.9	34.5	69.4	34.2	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	29.0	26.0	72.2	31.6	28.9	55.2	31.9	34.5	69.4	34.2	35.0
LOS by Move:	D	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	8	13	6	8	12	6	7	7	8	7	8	7

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Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	120	Critical Vol./Cap.(X):	0.460
Loss Time (sec):	12	Average Delay (sec/veh):	16.6
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	74	2198	19	120	2029	56	77	5	81	33	13	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	2198	19	120	2029	56	77	5	81	33	13	83
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:	74	2198	19	120	2029	56	77	5	81	33	13	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	2198	19	120	2029	56	77	5	81	33	13	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	2198	19	120	2029	56	77	5	81	33	13	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	2198	19	120	2029	56	77	5	81	33	13	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.69	0.82	0.82	0.70	0.83	0.83
Lanes:	1.00	3.97	0.03	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6850	59	3502	6916	1615	1309	1550	1550	1322	1570	1570
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.03	0.29	0.03	0.06	0.00	0.05	0.02	0.01	0.05
Crit Moves:		****		****			****					
Green/Cycle:	0.10	0.62	0.62	0.07	0.59	0.59	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.41	0.51	0.51	0.51	0.50	0.06	0.28	0.02	0.25	0.12	0.04	0.25
Delay/Veh:	52.1	12.5	12.5	56.1	14.3	10.4	40.5	37.7	40.1	38.8	37.9	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	12.5	12.5	56.1	14.3	10.4	40.5	37.7	40.1	38.8	37.9	40.1
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	12	12	3	12	1	3	0	3	1	0	3

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Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	16	Average Delay (sec/veh):	34.0
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	136	1892	245	330	1779	73	116	387	91	280	268	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1892	245	330	1779	73	116	387	91	280	268	240
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:	136	1892	245	330	1779	73	116	387	91	280	268	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	1892	245	330	1779	73	116	387	91	280	268	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1892	245	330	1779	73	116	387	91	280	268	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1892	245	330	1779	73	116	387	91	280	268	240
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.92	0.92	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.84	0.16	1.00	1.62	0.38	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6604	271	1805	2841	668	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.15	0.09	0.27	0.27	0.06	0.14	0.14	0.08	0.05	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.35	0.35	0.12	0.37	0.37	0.07	0.27	0.27	0.10	0.30	0.30
Volume/Cap:	0.80	0.79	0.44	0.79	0.72	0.72	0.90	0.50	0.50	0.79	0.17	0.49
Delay/Veh:	67.6	31.0	25.6	52.2	27.8	27.8	95.8	31.3	31.3	54.8	25.9	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	31.0	25.6	52.2	27.8	27.8	95.8	31.3	31.3	54.8	25.9	29.5
LOS by Move:	E	C	C	D	C	C	F	C	C	D	C	C
HCM2kAvgQ:	6	16	6	7	14	14	6	7	7	6	2	6

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Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	16	Average Delay (sec/veh):	38.7
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	253	1889	466	291	1707	212	296	688	126	509	758	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	1889	466	291	1707	212	296	688	126	509	758	315
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:	253	1889	466	291	1707	212	296	688	126	509	758	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	1889	466	291	1707	212	296	688	126	509	758	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	1889	466	291	1707	212	296	688	126	509	758	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	1889	466	291	1707	212	296	688	126	509	758	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.89	0.89	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.54	0.46	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4283	784	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.29	0.08	0.25	0.13	0.08	0.16	0.16	0.15	0.15	0.20
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.34	0.34	0.10	0.36	0.36	0.10	0.24	0.24	0.17	0.31	0.31
Volume/Cap:	0.94	0.80	0.84	0.86	0.68	0.36	0.88	0.67	0.67	0.86	0.47	0.62
Delay/Veh:	88.1	33.2	43.0	65.6	29.0	24.9	70.1	37.8	37.8	54.2	29.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.1	33.2	43.0	65.6	29.0	24.9	70.1	37.8	37.8	54.2	29.3	33.3
LOS by Move:	F	C	D	E	C	C	E	D	D	D	C	C
HCM2kAvgQ:	7	17	16	7	14	5	8	10	10	11	7	9

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Intersection #10 Madrona Avenue at Torrance Boulevard

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Cycle (sec):	115	Critical Vol./Cap.(X):	0.553
Loss Time (sec):	16	Average Delay (sec/veh):	34.2
Optimal Cycle:	106	Level Of Service:	C

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Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	126	747	126	120	798	222	304	629	144	174	866	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:	126	747	126	120	798	222	304	629	144	174	866	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:	126	747	126	120	798	222	304	629	144	174	866	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:	126	747	126	120	798	222	304	629	144	174	866	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	747	126	120	798	222	304	629	144	174	866	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:	126	747	126	120	798	222	304	629	144	174	866	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	2.57	0.43	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.57	0.43
Final Sat.:	3502	4341	732	3502	5187	1615	3502	3610	1615	3502	4350	728
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.03	0.15	0.14	0.09	0.17	0.09	0.05	0.20	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.34	0.34	0.06	0.35	0.35	0.13	0.39	0.39	0.07	0.33	0.33
Volume/Cap:	0.67	0.51	0.51	0.54	0.44	0.40	0.67	0.45	0.23	0.70	0.60	0.60
Delay/Veh:	62.6	30.7	30.7	54.9	29.1	28.8	51.7	26.2	23.8	61.0	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	30.7	30.7	54.9	29.1	28.8	51.7	26.2	23.8	61.0	32.8	32.8
LOS by Move:	E	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	9	9	3	8	6	7	9	3	5	11	11

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Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	105	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	16	Average Delay (sec/veh):	31.8
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	96	621	172	236	511	2	192	610	94	74	468	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	621	172	236	511	2	192	610	94	74	468	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	621	172	236	511	2	192	610	94	74	468	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	621	172	236	511	2	192	610	94	74	468	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	621	172	236	511	2	192	610	94	74	468	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	621	172	236	511	2	192	610	94	74	468	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.38	0.62
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	3994	1033
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.11	0.07	0.10	0.00	0.05	0.12	0.06	0.04	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.33	0.33	0.08	0.35	0.35	0.10	0.37	0.37	0.06	0.33	0.33
Volume/Cap:	0.48	0.36	0.32	0.89	0.28	0.00	0.52	0.31	0.16	0.64	0.35	0.35
Delay/Veh:	49.8	26.6	26.5	75.8	24.5	22.0	45.9	23.4	22.0	59.4	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	26.6	26.5	75.8	24.5	22.0	45.9	23.4	22.0	59.4	26.6	26.6
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	2	6	4	7	4	0	4	5	2	4	5	5

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Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	16	Average Delay (sec/veh):	37.2
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	258	855	61	149	874	109	110	721	174	198	916	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	855	61	149	874	109	110	721	174	198	916	215
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:	258	855	61	149	874	109	110	721	174	198	916	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	855	61	149	874	109	110	721	174	198	916	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	855	61	149	874	109	110	721	174	198	916	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	855	61	149	874	109	110	721	174	198	916	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.87	0.13	2.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3336	238	3502	3155	393	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.04	0.28	0.28	0.06	0.20	0.11	0.11	0.25	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.34	0.34	0.07	0.32	0.32	0.08	0.30	0.30	0.13	0.35	0.35
Volume/Cap:	0.85	0.75	0.75	0.62	0.85	0.85	0.80	0.67	0.36	0.85	0.72	0.38
Delay/Veh:	65.2	31.6	31.6	50.2	37.8	37.8	71.9	32.2	27.9	67.5	30.2	24.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	31.6	31.6	50.2	37.8	37.8	71.9	32.2	27.9	67.5	30.2	24.6
LOS by Move:	E	C	C	D	D	D	E	C	C	E	C	C
HCM2kAvgQ:	7	14	14	3	18	18	5	11	4	9	14	5

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Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.681
Loss Time (sec):	16	Average Delay (sec/veh):	35.9
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	31	925	135	156	956	51	26	162	48	287	321	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	925	135	156	956	51	26	162	48	287	321	220
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:	31	925	135	156	956	51	26	162	48	287	321	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	925	135	156	956	51	26	162	48	287	321	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	925	135	156	956	51	26	162	48	287	321	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	925	135	156	956	51	26	162	48	287	321	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	1.75	0.25	1.00	1.90	0.10	1.00	0.77	0.23	2.00	1.00	1.00
Final Sat.:	1805	3090	451	1805	3400	181	1805	1416	420	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.09	0.28	0.28	0.01	0.11	0.11	0.08	0.17	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.38	0.38	0.11	0.41	0.41	0.06	0.26	0.26	0.10	0.30	0.30
Volume/Cap:	0.22	0.79	0.79	0.79	0.69	0.69	0.23	0.43	0.43	0.79	0.56	0.45
Delay/Veh:	48.2	33.6	33.6	67.0	28.2	28.2	50.0	34.3	34.3	59.4	33.2	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	33.6	33.6	67.0	28.2	28.2	50.0	34.3	34.3	59.4	33.2	31.5
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	1	18	18	7	15	15	1	6	6	7	9	6

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PM Existing
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	16	Average Delay (sec/veh):	35.6
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	160	730	142	203	910	118	140	695	207	231	838	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	730	142	203	910	118	140	695	207	231	838	267
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:	160	730	142	203	910	118	140	695	207	231	838	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	730	142	203	910	118	140	695	207	231	838	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	730	142	203	910	118	140	695	207	231	838	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	730	142	203	910	118	140	695	207	231	838	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3141	407	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.09	0.11	0.29	0.29	0.04	0.19	0.13	0.07	0.23	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.31	0.31	0.13	0.34	0.34	0.07	0.31	0.31	0.08	0.32	0.32
Volume/Cap:	0.84	0.64	0.28	0.84	0.84	0.84	0.61	0.63	0.42	0.84	0.73	0.52
Delay/Veh:	69.4	29.3	24.8	62.0	34.4	34.4	47.8	29.6	26.9	63.9	31.2	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.4	29.3	24.8	62.0	34.4	34.4	47.8	29.6	26.9	63.9	31.2	27.5
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	7	10	3	8	17	17	3	10	5	6	13	7

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

Intersection #4 Village Court at Del Amo Circle

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: A[9.7]

Street Name:	Village Court						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	34	0	109	75	33	0	0	124	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	0	109	75	33	0	0	124	54
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	0	0	34	0	109	75	33	0	0	124	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	109	75	33	0	0	124	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	34	0	109	75	33	0	0	124	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	318	xxxx	89	178	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	656	xxxx	958	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	630	xxxx	958	1410	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.11	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.4	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.0	xxxx	9.2	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.7			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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

Intersection #5 Del Amo Circle at Carson Street

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: C[22.2]

Street Name:	Del Amo Circle									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:	Stop Sign			Stop Sign			Uncontrolled						Uncontrolled					
Rights:	Include			Include			Include						Include					
Lanes:	1	0 1	0 2	1	0 1	0 1	1	0 1	1 0				1	0 2	0 1			
Volume Module:																		
Base Vol:	21	2	16	60	3	165	52	482	3				8	652	59			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
Initial Bse:	21	2	16	60	3	165	52	482	3				8	652	59			
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:	21	2	16	60	3	165	52	482	3				8	652	59			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00			
PHF Volume:	21	2	16	60	3	165	52	482	3				8	652	59			
Reduct Vol:	0	0	0	0	0	0	0	0	0				0	0	0			
FinalVolume:	21	2	16	60	3	165	52	482	3				8	652	59			
Critical Gap Module:																		
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx				4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx				2.2	xxxx	xxxxx			
Capacity Module:																		
Cnflict Vol:	931	1315	243	1014	1257	326	711	xxxx	xxxxx				485	xxxx	xxxxx			
Potent Cap.:	225	159	764	196	173	676	898	xxxx	xxxxx				1088	xxxx	xxxxx			
Move Cap.:	159	149	764	180	161	676	898	xxxx	xxxxx				1088	xxxx	xxxxx			
Volume/Cap:	0.13	0.01	0.02	0.33	0.02	0.24	0.06	xxxx	xxxx				0.01	xxxx	xxxx			
Level Of Service Module:																		
2Way95thQ:	0.4	0.0	0.1	1.4	0.1	1.0	0.2	xxxx	xxxxx				0.0	xxxx	xxxxx			
Control Del:	31.0	29.5	9.8	34.6	27.7	12.0	9.3	xxxx	xxxxx				8.3	xxxx	xxxxx			
LOS by Move:	D	D	A	D	D	B	A	*	*				A	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*				*	*	*			
ApproachDel:		22.2			18.2			xxxxxx						xxxxxx				
ApproachLOS:		C			C			*						*				

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

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	16	Average Delay (sec/veh):	38.1
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	292	1863	222	297	1869	243	333	918	309	346	1003	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:	292	1863	222	297	1869	243	333	918	309	346	1003	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:	292	1863	222	297	1869	243	333	918	309	346	1003	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:	292	1863	222	297	1869	243	333	918	309	346	1003	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1863	222	297	1869	243	333	918	309	346	1003	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:	292	1863	222	297	1869	243	333	918	309	346	1003	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.14	0.08	0.27	0.15	0.10	0.18	0.19	0.10	0.19	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.36	0.36	0.09	0.35	0.35	0.11	0.29	0.29	0.11	0.29	0.29
Volume/Cap:	0.85	0.75	0.38	0.95	0.77	0.43	0.85	0.61	0.66	0.92	0.68	0.44
Delay/Veh:	64.7	30.6	25.3	85.2	31.7	26.4	62.0	32.9	36.2	73.7	34.5	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	30.6	25.3	85.2	31.7	26.4	62.0	32.9	36.2	73.7	34.5	31.3
LOS by Move:	E	C	C	F	C	C	E	C	D	E	C	C
HCM2kAvgQ:	7	16	5	8	16	6	8	10	10	9	11	6

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Level Of Service Computation Report
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Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	120	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	12	Average Delay (sec/veh):	19.3
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3	1 0	2 0	4	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	57	2367	13	73	2417	89	106	6	85	53	23	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:	57	2367	13	73	2417	89	106	6	85	53	23	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:	57	2367	13	73	2417	89	106	6	85	53	23	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:	57	2367	13	73	2417	89	106	6	85	53	23	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	2367	13	73	2417	89	106	6	85	53	23	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:	57	2367	13	73	2417	89	106	6	85	53	23	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.63	0.82	0.82	0.69	0.83	0.83
Lanes:	1.00	3.98	0.02	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6871	38	3502	6916	1615	1195	1552	1552	1317	1572	1572
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.02	0.35	0.06	0.09	0.00	0.05	0.04	0.01	0.09
Crit Moves:	****				****							****
Green/Cycle:	0.05	0.56	0.56	0.08	0.59	0.59	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.59	0.61	0.61	0.26	0.59	0.09	0.34	0.01	0.21	0.16	0.06	0.35
Delay/Veh:	65.2	18.0	18.0	52.2	15.9	10.8	36.9	33.1	35.2	34.6	33.5	36.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.2	18.0	18.0	52.2	15.9	10.8	36.9	33.1	35.2	34.6	33.5	36.8
LOS by Move:	E	B	B	D	B	B	D	C	D	C	C	D
HCM2kAvgQ:	3	16	16	2	15	1	3	0	3	2	1	5

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PM Existing
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	105	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	16	Average Delay (sec/veh):	36.6
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	108	2031	268	390	2157	52	109	532	83	340	547	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	2031	268	390	2157	52	109	532	83	340	547	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	2031	268	390	2157	52	109	532	83	340	547	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	2031	268	390	2157	52	109	532	83	340	547	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	2031	268	390	2157	52	109	532	83	340	547	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	2031	268	390	2157	52	109	532	83	340	547	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.91	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.91	0.09	1.00	1.73	0.27	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6726	162	1805	3060	477	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.17	0.11	0.32	0.32	0.06	0.17	0.17	0.10	0.11	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.35	0.35	0.13	0.40	0.40	0.07	0.26	0.26	0.11	0.30	0.30
Volume/Cap:	0.80	0.85	0.48	0.85	0.80	0.80	0.86	0.68	0.68	0.85	0.35	0.56
Delay/Veh:	75.3	35.0	27.6	58.7	29.4	29.4	88.0	37.1	37.1	61.4	28.8	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	35.0	27.6	58.7	29.4	29.4	88.0	37.1	37.1	61.4	28.8	32.5
LOS by Move:	E	C	C	E	C	C	F	D	D	E	C	C
HCM2kAvgQ:	5	19	7	9	19	19	6	10	10	8	5	8

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PM Existing
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	16	Average Delay (sec/veh):	42.8
Optimal Cycle:	136	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	265	1916	558	342	2004	299	271	876	108	541	939	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1916	558	342	2004	299	271	876	108	541	939	211
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:	265	1916	558	342	2004	299	271	876	108	541	939	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1916	558	342	2004	299	271	876	108	541	939	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1916	558	342	2004	299	271	876	108	541	939	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	1916	558	342	2004	299	271	876	108	541	939	211
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.67	0.33	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4544	560	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.35	0.10	0.29	0.19	0.08	0.19	0.19	0.15	0.18	0.13
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.36	0.36	0.10	0.38	0.38	0.09	0.23	0.23	0.16	0.30	0.30
Volume/Cap:	0.87	0.76	0.95	0.95	0.77	0.49	0.88	0.85	0.85	0.95	0.60	0.43
Delay/Veh:	71.5	32.3	60.0	84.3	31.4	26.8	72.8	46.7	46.7	72.1	33.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	32.3	60.0	84.3	31.4	26.8	72.8	46.7	46.7	72.1	33.5	31.5
LOS by Move:	E	C	E	F	C	C	E	D	D	E	C	C
HCM2kAvgQ:	7	17	23	10	18	8	7	14	14	14	10	6

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PM Existing
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	16	Average Delay (sec/veh):	38.4
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	139	1019	138	215	1229	306	336	888	244	285	1023	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1019	138	215	1229	306	336	888	244	285	1023	135
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:	139	1019	138	215	1229	306	336	888	244	285	1023	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1019	138	215	1229	306	336	888	244	285	1023	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1019	138	215	1229	306	336	888	244	285	1023	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1019	138	215	1229	306	336	888	244	285	1023	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	2.64	0.36	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.65	0.35
Final Sat.:	3502	4486	608	3502	5187	1615	3502	3610	1615	3502	4500	594
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.06	0.24	0.19	0.10	0.25	0.15	0.08	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.33	0.33	0.07	0.35	0.35	0.13	0.36	0.36	0.10	0.33	0.33
Volume/Cap:	0.74	0.69	0.69	0.85	0.68	0.54	0.74	0.69	0.42	0.80	0.69	0.69
Delay/Veh:	68.4	34.8	34.8	75.0	33.1	31.3	54.8	33.0	28.4	62.8	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	34.8	34.8	75.0	33.1	31.3	54.8	33.0	28.4	62.8	34.6	34.6
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	14	14	6	14	9	8	15	7	7	14	14

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PM Existing
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	105	Critical Vol./Cap.(X):	0.610
Loss Time (sec):	16	Average Delay (sec/veh):	32.4
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	100	777	101	396	1103	218	214	983	120	76	849	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	777	101	396	1103	218	214	983	120	76	849	132
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:	100	777	101	396	1103	218	214	983	120	76	849	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	777	101	396	1103	218	214	983	120	76	849	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	777	101	396	1103	218	214	983	120	76	849	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	777	101	396	1103	218	214	983	120	76	849	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.60	0.40
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	4399	684
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.06	0.11	0.21	0.13	0.06	0.19	0.07	0.04	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.30	0.30	0.14	0.38	0.38	0.08	0.35	0.35	0.06	0.33	0.33
Volume/Cap:	0.47	0.51	0.21	0.80	0.56	0.36	0.80	0.54	0.21	0.70	0.58	0.58
Delay/Veh:	49.3	31.0	28.0	52.2	26.3	24.0	62.7	27.7	24.1	67.0	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	31.0	28.0	52.2	26.3	24.0	62.7	27.7	24.1	67.0	29.4	29.4
LOS by Move:	D	C	C	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	2	8	2	8	11	5	6	10	3	4	10	10

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APPENDIX D-II

EXISTING WITH PROJECT TRAFFIC CONDITIONS (HCM METHODOLOGY)

AM Existing With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	16	Average Delay (sec/veh):	32.9
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	232	818	121	128	636	132	152	911	208	82	676	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	818	121	128	636	132	152	911	208	82	676	126
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:	232	818	121	128	636	132	152	911	208	82	676	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	818	121	128	636	132	152	911	208	82	676	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	818	121	128	636	132	152	911	208	82	676	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	232	818	121	128	636	132	152	911	208	82	676	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.74	0.26	2.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3085	456	3502	2912	604	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.04	0.22	0.22	0.08	0.25	0.13	0.05	0.19	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.34	0.34	0.07	0.32	0.32	0.09	0.36	0.36	0.06	0.33	0.33
Volume/Cap:	0.71	0.78	0.78	0.54	0.69	0.69	0.90	0.71	0.36	0.71	0.57	0.24
Delay/Veh:	48.6	31.3	31.3	45.2	30.3	30.3	83.9	28.0	22.9	61.5	27.1	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	31.3	31.3	45.2	30.3	30.3	83.9	28.0	22.9	61.5	27.1	23.5
LOS by Move:	D	C	C	D	C	C	F	C	C	E	C	C
HCM2kAvgQ:	5	15	15	3	11	11	7	13	5	4	9	3

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Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	16	Average Delay (sec/veh):	34.5
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 0	0	1 0	2 0	1	0 1
Volume Module:												
Base Vol:	21	910	275	182	773	22	27	293	63	102	156	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	910	275	182	773	22	27	293	63	102	156	133
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:	21	910	275	182	773	22	27	293	63	102	156	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	910	275	182	773	22	27	293	63	102	156	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	910	275	182	773	22	27	293	63	102	156	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	910	275	182	773	22	27	293	63	102	156	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	1.54	0.46	1.00	1.94	0.06	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1805	2675	808	1805	3496	99	1805	1522	327	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.34	0.10	0.22	0.22	0.01	0.19	0.19	0.03	0.08	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.41	0.41	0.12	0.43	0.43	0.05	0.26	0.26	0.05	0.26	0.26
Volume/Cap:	0.11	0.82	0.82	0.82	0.51	0.51	0.27	0.73	0.73	0.53	0.31	0.31
Delay/Veh:	44.7	32.6	32.6	68.3	23.2	23.2	51.4	42.5	42.5	53.6	32.8	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	32.6	32.6	68.3	23.2	23.2	51.4	42.5	42.5	53.6	32.8	32.9
LOS by Move:	D	C	C	E	C	C	D	D	D	D	C	C
HCM2kAvgQ:	1	21	21	8	10	10	1	12	12	3	4	4

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Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	16	Average Delay (sec/veh):	34.0
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	107	734	230	204	679	64	229	857	228	210	598	215
Growth Adj:	1.00	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	734	230	204	679	64	229	857	228	210	598	215
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	734	230	204	679	64	229	857	228	210	598	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	734	230	204	679	64	229	857	228	210	598	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	734	230	204	679	64	229	857	228	210	598	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	107	734	230	204	679	64	229	857	228	210	598	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3256	307	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.14	0.11	0.21	0.21	0.07	0.24	0.14	0.06	0.17	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.30	0.30	0.13	0.33	0.33	0.10	0.34	0.34	0.07	0.31	0.31
Volume/Cap:	0.63	0.69	0.48	0.89	0.63	0.63	0.63	0.70	0.42	0.86	0.54	0.44
Delay/Veh:	49.1	31.5	28.2	72.5	28.1	28.1	44.5	29.1	24.7	68.1	28.0	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	31.5	28.2	72.5	28.1	28.1	44.5	29.1	24.7	68.1	28.0	27.1
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	11	6	9	10	10	4	12	5	6	8	5

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Intersection #4 Village Court at Del Amo Circle

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[9.6]

Street Name:	Village Court						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	32	0	20	78	85	0	0	32	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	32	0	20	78	85	0	0	32	11
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	0	0	32	0	20	78	85	0	0	32	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	0	20	78	85	0	0	32	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	32	0	20	78	85	0	0	32	11
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	236	xxxx	22	43	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	737	xxxx	1057	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	709	xxxx	1057	1579	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.02	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.3	xxxx	8.5	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.6			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Del Amo Circle at Carson Street

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[16.9]

Street Name:	Del Amo Circle						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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 2		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	1	0	2	19	2	36	90	698	12	10	404	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	2	19	2	36	90	698	12	10	404	43
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:	1	0	2	19	2	36	90	698	12	10	404	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	2	19	2	36	90	698	12	10	404	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	19	2	36	90	698	12	10	404	43
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1107	1351	355	953	1314	202	447	xxxx	xxxxx	710	xxxx	xxxxx
Potent Cap.:	167	152	647	217	160	811	1124	xxxx	xxxxx	899	xxxx	xxxxx
Move Cap.:	147	138	647	201	145	811	1124	xxxx	xxxxx	899	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	0.09	0.01	0.04	0.08	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	0.0	0.3	0.0	0.1	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	29.6	xxxx	10.6	24.8	30.1	9.6	8.5	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	D	*	B	C	D	A	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.9			15.4			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

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Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	16	Average Delay (sec/veh):	34.0
Optimal Cycle:	95	Level Of Service:	C

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	262	1758	210	214	1600	205	264	885	140	274	829	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1758	210	214	1600	205	264	885	140	274	829	109
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:	262	1758	210	214	1600	205	264	885	140	274	829	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	1758	210	214	1600	205	264	885	140	274	829	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1758	210	214	1600	205	264	885	140	274	829	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	1758	210	214	1600	205	264	885	140	274	829	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.13	0.06	0.23	0.13	0.08	0.17	0.09	0.08	0.16	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.39	0.39	0.07	0.35	0.35	0.11	0.30	0.30	0.09	0.29	0.29
Volume/Cap:	0.72	0.66	0.34	0.88	0.66	0.36	0.72	0.56	0.29	0.88	0.56	0.24
Delay/Veh:	52.2	27.0	22.9	78.0	29.3	25.6	52.1	31.3	28.3	71.5	32.4	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	27.0	22.9	78.0	29.3	25.6	52.1	31.3	28.3	71.5	32.4	29.0
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	6	13	5	6	13	5	6	9	4	7	9	3

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Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	120	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	12	Average Delay (sec/veh):	14.2
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	61	2305	8	20	1864	125	53	0	34	13	2	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	2305	8	20	1864	125	53	0	34	13	2	23
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:	61	2305	8	20	1864	125	53	0	34	13	2	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	2305	8	20	1864	125	53	0	34	13	2	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2305	8	20	1864	125	53	0	34	13	2	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	2305	8	20	1864	125	53	0	34	13	2	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.75	0.95	0.81	0.74	0.82	0.82
Lanes:	1.00	3.99	0.01	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6892	24	3502	6916	1615	1419	1805	1534	1404	1556	1556
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.01	0.27	0.08	0.04	0.00	0.02	0.01	0.00	0.01
Crit Moves:		****		****			****					
Green/Cycle:	0.11	0.64	0.64	0.05	0.58	0.58	0.21	0.00	0.21	0.21	0.21	0.21
Volume/Cap:	0.31	0.52	0.52	0.11	0.46	0.13	0.18	0.00	0.11	0.04	0.01	0.07
Delay/Veh:	50.3	11.7	11.7	54.8	14.3	11.3	39.4	0.0	38.6	38.0	37.7	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	11.7	11.7	54.8	14.3	11.3	39.4	0.0	38.6	38.0	37.7	38.3
LOS by Move:	D	B	B	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	2	12	12	0	11	2	2	0	1	0	0	1

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2000 HCM Operations Method (Future Volume Alternative)

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Intersection #8 Hawthorne Boulevard at Carson Street

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Cycle (sec):	95	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	16	Average Delay (sec/veh):	27.7
Optimal Cycle:	87	Level Of Service:	C

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Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	114	2080	199	130	1656	107	97	571	60	154	331	155
Growth Adj:	1.00	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	2080	199	130	1656	107	97	571	60	154	331	155
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	2080	199	130	1656	107	97	571	60	154	331	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	2080	199	130	1656	107	97	571	60	154	331	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2080	199	130	1656	107	97	571	60	154	331	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2080	199	130	1656	107	97	571	60	154	331	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.94	0.94	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.76	0.24	1.00	1.81	0.19	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6438	416	1805	3221	338	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.12	0.04	0.26	0.26	0.05	0.18	0.18	0.04	0.06	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.42	0.42	0.06	0.40	0.40	0.06	0.28	0.28	0.06	0.28	0.28
Volume/Cap:	0.78	0.71	0.29	0.59	0.64	0.64	0.85	0.62	0.62	0.70	0.22	0.34
Delay/Veh:	66.4	23.6	18.4	47.4	23.3	23.3	86.2	30.8	30.8	52.9	26.1	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.4	23.6	18.4	47.4	23.3	23.3	86.2	30.8	30.8	52.9	26.1	27.4
LOS by Move:	E	C	B	D	C	C	F	C	C	D	C	C
HCM2kAvgQ:	5	15	4	3	12	12	5	9	9	4	3	4

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Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	16	Average Delay (sec/veh):	36.0
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	125	1776	355	159	1456	157	352	1116	103	490	927	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1776	355	159	1456	157	352	1116	103	490	927	308
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	1776	355	159	1456	157	352	1116	103	490	927	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1776	355	159	1456	157	352	1116	103	490	927	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1776	355	159	1456	157	352	1116	103	490	927	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1776	355	159	1456	157	352	1116	103	490	927	308
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.75	0.25	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4687	433	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.22	0.05	0.21	0.10	0.10	0.24	0.24	0.14	0.18	0.19
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.36	0.36	0.06	0.36	0.36	0.11	0.26	0.26	0.16	0.31	0.31
Volume/Cap:	0.59	0.71	0.61	0.76	0.58	0.27	0.93	0.90	0.90	0.90	0.57	0.61
Delay/Veh:	50.4	28.6	28.2	60.9	26.3	22.9	73.3	44.0	44.0	59.4	29.3	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	28.6	28.2	60.9	26.3	22.9	73.3	44.0	44.0	59.4	29.3	31.5
LOS by Move:	D	C	C	E	C	C	E	D	D	E	C	C
HCM2kAvgQ:	3	14	10	4	10	3	9	17	17	11	9	9

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Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	16	Average Delay (sec/veh):	35.8
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	205	1130	111	149	981	283	284	772	103	168	845	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	1130	111	149	981	283	284	772	103	168	845	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	1130	111	149	981	283	284	772	103	168	845	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	1130	111	149	981	283	284	772	103	168	845	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	1130	111	149	981	283	284	772	103	168	845	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	1130	111	149	981	283	284	772	103	168	845	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	2.73	0.27	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.62	0.38
Final Sat.:	3502	4662	458	3502	5187	1615	3502	3610	1615	3502	4437	651
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.24	0.04	0.19	0.18	0.08	0.21	0.06	0.05	0.19	0.19
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.36	0.36	0.07	0.35	0.35	0.11	0.37	0.37	0.07	0.33	0.33
Volume/Cap:	0.76	0.68	0.68	0.64	0.54	0.50	0.76	0.58	0.17	0.71	0.58	0.58
Delay/Veh:	64.4	32.4	32.4	57.9	30.5	30.4	59.2	29.7	24.6	62.5	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.4	32.4	32.4	57.9	30.5	30.4	59.2	29.7	24.6	62.5	32.3	32.3
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	5	14	14	4	10	8	7	12	2	4	11	11

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Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	16	Average Delay (sec/veh):	28.6
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	81	1044	151	201	747	76	119	687	38	73	539	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	1044	151	201	747	76	119	687	38	73	539	158
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:	81	1044	151	201	747	76	119	687	38	73	539	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	1044	151	201	747	76	119	687	38	73	539	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	1044	151	201	747	76	119	687	38	73	539	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	1044	151	201	747	76	119	687	38	73	539	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.32	0.68
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	3875	1136
Capacity Analysis Module:												
Vol/Sat:	0.02	0.20	0.09	0.06	0.14	0.05	0.03	0.13	0.02	0.04	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.36	0.36	0.07	0.37	0.37	0.06	0.35	0.35	0.06	0.35	0.35
Volume/Cap:	0.39	0.56	0.26	0.82	0.39	0.13	0.57	0.38	0.07	0.67	0.40	0.40
Delay/Veh:	46.4	26.0	22.8	65.6	23.3	20.9	49.3	24.5	21.7	61.5	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	26.0	22.8	65.6	23.3	20.9	49.3	24.5	21.7	61.5	24.7	24.7
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	2	10	3	5	6	2	3	6	1	4	6	6

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Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	90	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	16	Average Delay (sec/veh):	29.3
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	197	577	80	122	491	110	109	688	170	105	747	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	577	80	122	491	110	109	688	170	105	747	161
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:	197	577	80	122	491	110	109	688	170	105	747	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	577	80	122	491	110	109	688	170	105	747	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	577	80	122	491	110	109	688	170	105	747	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	577	80	122	491	110	109	688	170	105	747	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.76	0.24	2.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3113	432	3502	2870	643	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.03	0.17	0.17	0.06	0.19	0.11	0.06	0.21	0.10
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.34	0.34	0.07	0.33	0.33	0.07	0.33	0.33	0.08	0.34	0.34
Volume/Cap:	0.74	0.54	0.54	0.51	0.51	0.51	0.83	0.57	0.32	0.74	0.61	0.29
Delay/Veh:	50.8	24.5	24.5	42.3	24.5	24.5	74.9	25.4	22.7	58.5	25.6	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	24.5	24.5	42.3	24.5	24.5	74.9	25.4	22.7	58.5	25.6	22.1
LOS by Move:	D	C	C	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	8	8	2	7	7	5	9	4	5	10	3

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Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	95	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	16	Average Delay (sec/veh):	30.0
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	20	687	173	155	565	23	10	123	28	151	117	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	687	173	155	565	23	10	123	28	151	117	155
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:	20	687	173	155	565	23	10	123	28	151	117	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	687	173	155	565	23	10	123	28	151	117	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	687	173	155	565	23	10	123	28	151	117	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	687	173	155	565	23	10	123	28	151	117	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.94	0.94	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	1.60	0.40	1.00	1.92	0.08	1.00	0.81	0.19	2.00	1.00	1.00
Final Sat.:	1805	2797	704	1805	3448	140	1805	1504	342	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.09	0.16	0.16	0.01	0.08	0.08	0.04	0.06	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.34	0.34	0.12	0.37	0.37	0.06	0.31	0.31	0.06	0.31	0.31
Volume/Cap:	0.12	0.72	0.72	0.72	0.44	0.44	0.09	0.27	0.27	0.68	0.20	0.31
Delay/Veh:	39.9	29.2	29.2	51.1	22.7	22.7	42.3	25.2	25.2	52.0	24.6	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	29.2	29.2	51.1	22.7	22.7	42.3	25.2	25.2	52.0	24.6	25.7
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	13	13	6	7	7	0	3	3	4	3	4

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Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.531
Loss Time (sec):	16	Average Delay (sec/veh):	30.0
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	142	523	148	132	461	82	148	521	125	152	602	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	523	148	132	461	82	148	521	125	152	602	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	523	148	132	461	82	148	521	125	152	602	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	523	148	132	461	82	148	521	125	152	602	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	523	148	132	461	82	148	521	125	152	602	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	142	523	148	132	461	82	148	521	125	152	602	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2994	533	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.09	0.07	0.15	0.15	0.04	0.14	0.08	0.04	0.17	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.36	0.36	0.10	0.33	0.33	0.07	0.31	0.31	0.06	0.31	0.31
Volume/Cap:	0.60	0.41	0.26	0.74	0.47	0.47	0.60	0.46	0.25	0.67	0.55	0.45
Delay/Veh:	43.4	23.2	21.8	56.4	25.8	25.8	47.2	26.7	24.7	51.3	28.1	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	23.2	21.8	56.4	25.8	25.8	47.2	26.7	24.7	51.3	28.1	27.2
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	5	6	3	5	7	7	3	7	3	4	8	5

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Intersection #4 Village Court at Del Amo Circle

Average Delay (sec/veh): 4.5 Worst Case Level Of Service: A[9.4]

Street Name:	Village Court						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 1 0 1 0			1 0 2 0 0			0 0 1 1 0		
Volume Module:												
Base Vol:	0	0	0	35	1	57	73	66	0	0	44	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	1	57	73	66	0	0	44	39
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	0	0	35	1	57	73	66	0	0	44	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	35	1	57	73	66	0	0	44	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	35	1	57	73	66	0	0	44	39
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	243	276	42	83	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	730	635	1027	1527	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	704	605	1027	1527	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.06	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	700	xxxx	1015	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	10.4	xxxx	8.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	A	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.4			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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Intersection #5 Del Amo Circle at Carson Street

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[16.0]

Street Name:	Del Amo Circle									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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0	1 0	2	1 0	1 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	9	5	10	26	2	72	76	419	13	11	358	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	5	10	26	2	72	76	419	13	11	358	60
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:	9	5	10	26	2	72	76	419	13	11	358	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	5	10	26	2	72	76	419	13	11	358	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	5	10	26	2	72	76	419	13	11	358	60
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	780	1018	216	744	964	179	418	xxxx	xxxxx	432	xxxx	xxxxx
Potent Cap.:	289	239	795	307	257	839	1152	xxxx	xxxxx	1138	xxxx	xxxxx
Move Cap.:	248	221	795	281	238	839	1152	xxxx	xxxxx	1138	xxxx	xxxxx
Volume/Cap:	0.04	0.02	0.01	0.09	0.01	0.09	0.07	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.1	0.0	0.3	0.0	0.3	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	20.1	21.6	9.6	19.1	20.3	9.7	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	C	A	C	C	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.0			12.4			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

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Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	16	Average Delay (sec/veh):	37.2
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	344	1687	269	292	1569	235	309	706	272	320	736	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	1687	269	292	1569	235	309	706	272	320	736	228
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:	344	1687	269	292	1569	235	309	706	272	320	736	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	1687	269	292	1569	235	309	706	272	320	736	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1687	269	292	1569	235	309	706	272	320	736	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	344	1687	269	292	1569	235	309	706	272	320	736	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.17	0.08	0.23	0.15	0.09	0.14	0.17	0.09	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.37	0.37	0.09	0.34	0.34	0.12	0.29	0.29	0.10	0.27	0.27
Volume/Cap:	0.76	0.66	0.45	0.88	0.67	0.43	0.76	0.48	0.59	0.89	0.52	0.52
Delay/Veh:	53.6	29.4	26.6	72.2	32.1	28.9	55.2	32.7	35.7	71.5	34.2	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	29.4	26.6	72.2	32.1	28.9	55.2	32.7	35.7	71.5	34.2	35.0
LOS by Move:	D	C	C	E	C	C	E	C	D	E	C	C
HCM2kAvgQ:	8	14	7	8	13	6	7	7	8	8	8	7

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Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	105	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	12	Average Delay (sec/veh):	18.1
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	124	2226	19	120	2059	124	125	5	130	33	13	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	2226	19	120	2059	124	125	5	130	33	13	83
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:	124	2226	19	120	2059	124	125	5	130	33	13	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	2226	19	120	2059	124	125	5	130	33	13	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	2226	19	120	2059	124	125	5	130	33	13	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	2226	19	120	2059	124	125	5	130	33	13	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.69	0.81	0.81	0.66	0.83	0.83
Lanes:	1.00	3.97	0.03	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6851	58	3502	6916	1615	1309	1545	1545	1256	1570	1570
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.03	0.30	0.08	0.10	0.00	0.08	0.03	0.01	0.05
Crit Moves:		****		****			****					
Green/Cycle:	0.12	0.59	0.59	0.06	0.53	0.53	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.57	0.55	0.55	0.55	0.57	0.15	0.40	0.01	0.35	0.11	0.03	0.22
Delay/Veh:	46.9	13.5	13.5	51.0	17.0	12.8	34.5	30.6	33.8	31.5	30.7	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	13.5	13.5	51.0	17.0	12.8	34.5	30.6	33.8	31.5	30.7	32.4
LOS by Move:	D	B	B	D	B	B	C	C	C	C	C	C
HCM2kAvgQ:	5	12	12	3	12	2	4	0	4	1	0	2

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Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	16	Average Delay (sec/veh):	35.9
Optimal Cycle:	87	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	174	1933	245	335	1808	120	146	397	126	280	279	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1933	245	335	1808	120	146	397	126	280	279	247
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:	174	1933	245	335	1808	120	146	397	126	280	279	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	1933	245	335	1808	120	146	397	126	280	279	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1933	245	335	1808	120	146	397	126	280	279	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	1933	245	335	1808	120	146	397	126	280	279	247
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.92	0.92	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.75	0.25	1.00	1.52	0.48	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6427	427	1805	2642	838	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.15	0.10	0.28	0.28	0.08	0.15	0.15	0.08	0.05	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.35	0.35	0.12	0.36	0.36	0.09	0.27	0.27	0.10	0.28	0.28
Volume/Cap:	0.84	0.80	0.43	0.80	0.79	0.79	0.95	0.56	0.56	0.80	0.19	0.54
Delay/Veh:	69.2	31.3	25.4	53.2	30.7	30.7	102.4	32.1	32.1	56.2	27.1	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	31.3	25.4	53.2	30.7	30.7	102.4	32.1	32.1	56.2	27.1	31.5
LOS by Move:	E	C	C	D	C	C	F	C	C	E	C	C
HCM2kAvgQ:	8	17	6	7	16	16	8	8	8	6	2	7

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Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	16	Average Delay (sec/veh):	39.3
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	253	1943	466	311	1751	212	296	688	126	509	758	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	1943	466	311	1751	212	296	688	126	509	758	340
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:	253	1943	466	311	1751	212	296	688	126	509	758	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	1943	466	311	1751	212	296	688	126	509	758	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	1943	466	311	1751	212	296	688	126	509	758	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	1943	466	311	1751	212	296	688	126	509	758	340
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.89	0.89	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.54	0.46	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4283	784	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.29	0.09	0.25	0.13	0.08	0.16	0.16	0.15	0.15	0.21
Crit Moves:			****	****				****		****		
Green/Cycle:	0.08	0.34	0.34	0.10	0.37	0.37	0.09	0.24	0.24	0.17	0.31	0.31
Volume/Cap:	0.93	0.82	0.84	0.88	0.69	0.36	0.89	0.67	0.67	0.88	0.47	0.68
Delay/Veh:	85.7	33.9	43.0	67.8	29.0	24.6	71.9	37.8	37.8	57.1	29.6	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	33.9	43.0	67.8	29.0	24.6	71.9	37.8	37.8	57.1	29.6	35.6
LOS by Move:	F	C	D	E	C	C	E	D	D	E	C	D
HCM2kAvgQ:	7	18	16	8	14	5	8	10	10	11	7	11

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Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	16	Average Delay (sec/veh):	34.3
Optimal Cycle:	106	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:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	126	747	126	120	798	229	309	654	144	174	896	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:	126	747	126	120	798	229	309	654	144	174	896	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:	126	747	126	120	798	229	309	654	144	174	896	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:	126	747	126	120	798	229	309	654	144	174	896	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	747	126	120	798	229	309	654	144	174	896	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:	126	747	126	120	798	229	309	654	144	174	896	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	2.57	0.43	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.58	0.42
Final Sat.:	3502	4341	732	3502	5187	1615	3502	3610	1615	3502	4371	707
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.03	0.15	0.14	0.09	0.18	0.09	0.05	0.20	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.34	0.34	0.06	0.35	0.35	0.13	0.39	0.39	0.07	0.33	0.33
Volume/Cap:	0.68	0.51	0.51	0.54	0.44	0.41	0.68	0.47	0.23	0.70	0.62	0.62
Delay/Veh:	63.3	30.7	30.7	55.0	29.1	29.0	51.9	26.4	23.7	61.0	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.3	30.7	30.7	55.0	29.1	29.0	51.9	26.4	23.7	61.0	33.1	33.1
LOS by Move:	E	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	9	9	3	8	6	7	9	3	5	12	12

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Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	105	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	16	Average Delay (sec/veh):	31.7
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	96	621	172	236	511	2	192	625	94	74	486	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	621	172	236	511	2	192	625	94	74	486	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	621	172	236	511	2	192	625	94	74	486	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	621	172	236	511	2	192	625	94	74	486	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	621	172	236	511	2	192	625	94	74	486	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	621	172	236	511	2	192	625	94	74	486	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.40	0.60
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	4028	1003
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.11	0.07	0.10	0.00	0.05	0.12	0.06	0.04	0.12	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.33	0.33	0.08	0.35	0.35	0.10	0.37	0.37	0.06	0.33	0.33
Volume/Cap:	0.48	0.36	0.32	0.89	0.28	0.00	0.52	0.32	0.16	0.64	0.36	0.36
Delay/Veh:	49.8	26.6	26.5	75.8	24.5	22.0	45.9	23.5	22.0	59.4	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	26.6	26.5	75.8	24.5	22.0	45.9	23.5	22.0	59.4	26.7	26.7
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	2	6	4	7	4	0	4	5	2	4	5	5

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Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	16	Average Delay (sec/veh):	37.6
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	267	864	61	149	883	109	110	721	183	198	916	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	864	61	149	883	109	110	721	183	198	916	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	864	61	149	883	109	110	721	183	198	916	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	864	61	149	883	109	110	721	183	198	916	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	864	61	149	883	109	110	721	183	198	916	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	864	61	149	883	109	110	721	183	198	916	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.87	0.13	2.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3338	236	3502	3162	390	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.04	0.28	0.28	0.06	0.20	0.11	0.11	0.25	0.13
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.34	0.34	0.07	0.32	0.32	0.08	0.30	0.30	0.13	0.35	0.35
Volume/Cap:	0.86	0.75	0.75	0.62	0.86	0.86	0.80	0.67	0.38	0.86	0.72	0.38
Delay/Veh:	66.0	31.7	31.7	50.1	38.5	38.5	72.3	32.2	28.1	69.3	30.3	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	31.7	31.7	50.1	38.5	38.5	72.3	32.2	28.1	69.3	30.3	24.7
LOS by Move:	E	C	C	D	D	D	E	C	C	E	C	C
HCM2kAvgQ:	7	15	15	3	18	18	5	11	5	9	14	5

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Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	16	Average Delay (sec/veh):	37.3
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	31	925	151	175	956	51	26	168	48	301	325	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	925	151	175	956	51	26	168	48	301	325	239
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:	31	925	151	175	956	51	26	168	48	301	325	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	925	151	175	956	51	26	168	48	301	325	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	925	151	175	956	51	26	168	48	301	325	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	925	151	175	956	51	26	168	48	301	325	239
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	1.72	0.28	1.00	1.90	0.10	1.00	0.78	0.22	2.00	1.00	1.00
Final Sat.:	1805	3038	496	1805	3400	181	1805	1429	408	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.10	0.28	0.28	0.01	0.12	0.12	0.09	0.17	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.37	0.37	0.12	0.41	0.41	0.06	0.26	0.26	0.10	0.30	0.30
Volume/Cap:	0.22	0.82	0.82	0.82	0.69	0.69	0.23	0.45	0.45	0.82	0.56	0.49
Delay/Veh:	48.2	35.9	35.9	69.8	28.3	28.3	50.0	34.5	34.5	62.4	33.3	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	35.9	35.9	69.8	28.3	28.3	50.0	34.5	34.5	62.4	33.3	32.0
LOS by Move:	D	D	D	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	1	19	19	8	15	15	1	6	6	7	10	7

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Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	16	Average Delay (sec/veh):	35.8
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	160	739	142	203	919	122	146	695	207	231	838	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	739	142	203	919	122	146	695	207	231	838	267
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:	160	739	142	203	919	122	146	695	207	231	838	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	739	142	203	919	122	146	695	207	231	838	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	739	142	203	919	122	146	695	207	231	838	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	739	142	203	919	122	146	695	207	231	838	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3130	415	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.09	0.11	0.29	0.29	0.04	0.19	0.13	0.07	0.23	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.31	0.31	0.13	0.34	0.34	0.07	0.31	0.31	0.08	0.32	0.32
Volume/Cap:	0.85	0.65	0.28	0.84	0.85	0.85	0.64	0.63	0.42	0.85	0.73	0.52
Delay/Veh:	71.0	29.4	24.8	61.8	34.8	34.8	49.0	29.6	26.9	65.2	31.3	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	29.4	24.8	61.8	34.8	34.8	49.0	29.6	26.9	65.2	31.3	27.5
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	7	11	3	8	18	18	3	10	5	6	13	7

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Intersection #4 Village Court at Del Amo Circle

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: A[9.7]

Street Name:	Village Court									Del Amo Circle								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0		0		0	34		0		109	75		52		0	0		124		54
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0		0		0	34		0		109	75		52		0	0		124		54
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		0		0	34		0		109	75		52		0	0		124		54
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0		0		0	34		0		109	75		52		0	0		124		54
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	0		0		0	34		0		109	75		52		0	0		124		54
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		6.8	xxxx		6.9		4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
FollowUpTim:	xxxxx	xxxx		xxxxx		3.5	xxxx		3.3		2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		327	xxxx		89		178	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Potent Cap.:	xxxx	xxxx		xxxxx		647	xxxx		958		1410	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Move Cap.:	xxxx	xxxx		xxxxx		621	xxxx		958		1410	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Volume/Cap:	xxxx	xxxx		xxxx		0.05	xxxx		0.11		0.05	xxxx		xxxx		xxxx	xxxx		xxxx	
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.2	xxxx		0.4		0.2	xxxx		xxxxx		xxxx	xxxx		xxxxx	
Control Del:	xxxxx	xxxx		xxxxx		11.1	xxxx		9.2		7.7	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
LOS by Move:	*	*		*		B	*		A		A	*		*		*	*		*	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx	
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx	
Shared LOS:	*	*		*		*	*		*		*	*		*		*	*		*	
ApproachDel:	xxxxxx					9.7					xxxxxx					xxxxxx				
ApproachLOS:		*				A						*					*			

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

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Intersection #5 Del Amo Circle at Carson Street

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: D[25.4]

Street Name:	Del Amo Circle						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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 2		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	21	2	16	60	3	165	71	504	3	8	688	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	2	16	60	3	165	71	504	3	8	688	59
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:	21	2	16	60	3	165	71	504	3	8	688	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	2	16	60	3	165	71	504	3	8	688	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	2	16	60	3	165	71	504	3	8	688	59
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1009	1411	254	1099	1353	344	747	xxxx	xxxxx	507	xxxx	xxxxx
Potent Cap.:	197	140	752	170	151	658	870	xxxx	xxxxx	1068	xxxx	xxxxx
Move Cap.:	136	127	752	153	138	658	870	xxxx	xxxxx	1068	xxxx	xxxxx
Volume/Cap:	0.15	0.02	0.02	0.39	0.02	0.25	0.08	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	0.0	0.1	1.7	0.1	1.0	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	36.4	33.7	9.9	43.0	31.7	12.3	9.5	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	E	D	A	E	D	B	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	25.4			20.6			xxxxxx			xxxxxx		
ApproachLOS:	D			C			*			*		

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

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Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	16	Average Delay (sec/veh):	38.6
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	292	1909	250	297	1914	243	333	918	309	374	1003	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:	292	1909	250	297	1914	243	333	918	309	374	1003	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:	292	1909	250	297	1914	243	333	918	309	374	1003	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:	292	1909	250	297	1914	243	333	918	309	374	1003	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1909	250	297	1914	243	333	918	309	374	1003	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:	292	1909	250	297	1914	243	333	918	309	374	1003	201
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.15	0.08	0.28	0.15	0.10	0.18	0.19	0.11	0.19	0.12
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.36	0.36	0.09	0.35	0.35	0.11	0.28	0.28	0.11	0.29	0.29
Volume/Cap:	0.85	0.76	0.43	0.95	0.79	0.43	0.85	0.62	0.67	0.94	0.68	0.44
Delay/Veh:	64.7	31.1	25.9	85.2	32.2	26.4	62.0	33.6	37.3	76.4	34.5	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.7	31.1	25.9	85.2	32.2	26.4	62.0	33.6	37.3	76.4	34.5	31.3
LOS by Move:	E	C	C	F	C	C	E	C	D	E	C	C
HCM2kAvgQ:	7	16	6	8	17	6	8	10	10	10	11	6

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Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	115	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	12	Average Delay (sec/veh):	18.9
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	109	2388	13	73	2425	154	154	6	133	53	23	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:	109	2388	13	73	2425	154	154	6	133	53	23	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:	109	2388	13	73	2425	154	154	6	133	53	23	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:	109	2388	13	73	2425	154	154	6	133	53	23	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2388	13	73	2425	154	154	6	133	53	23	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:	109	2388	13	73	2425	154	154	6	133	53	23	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.63	0.81	0.81	0.66	0.83	0.83
Lanes:	1.00	3.98	0.02	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6872	37	3502	6916	1615	1188	1545	1545	1250	1572	1572
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.02	0.35	0.10	0.13	0.00	0.09	0.04	0.01	0.09
Crit Moves:	****				****		****					
Green/Cycle:	0.10	0.59	0.59	0.09	0.58	0.58	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.61	0.59	0.59	0.24	0.61	0.16	0.60	0.02	0.40	0.20	0.07	0.42
Delay/Veh:	55.4	15.1	15.1	49.2	16.0	11.4	44.2	35.4	39.3	37.1	35.8	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	15.1	15.1	49.2	16.0	11.4	44.2	35.4	39.3	37.1	35.8	39.5
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	15	15	1	15	2	6	0	4	2	1	5

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PM Existing With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	105	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	16	Average Delay (sec/veh):	38.2
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	128	2069	268	394	2183	82	138	542	117	340	553	280
Growth Adj:	1.00	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	2069	268	394	2183	82	138	542	117	340	553	280
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	2069	268	394	2183	82	138	542	117	340	553	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2069	268	394	2183	82	138	542	117	340	553	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2069	268	394	2183	82	138	542	117	340	553	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	2069	268	394	2183	82	138	542	117	340	553	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.91	0.95	0.92	0.92	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.86	0.14	1.00	1.64	0.36	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6632	249	1805	2889	624	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.17	0.11	0.33	0.33	0.08	0.19	0.19	0.10	0.11	0.17
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.35	0.35	0.13	0.39	0.39	0.08	0.26	0.26	0.11	0.29	0.29
Volume/Cap:	0.84	0.86	0.48	0.86	0.84	0.84	0.90	0.73	0.73	0.86	0.37	0.61
Delay/Veh:	78.7	35.4	27.5	60.0	31.3	31.3	92.8	38.7	38.7	63.1	30.2	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.7	35.4	27.5	60.0	31.3	31.3	92.8	38.7	38.7	63.1	30.2	34.8
LOS by Move:	E	D	C	E	C	C	F	D	D	E	C	C
HCM2kAvgQ:	6	20	7	9	20	20	7	12	12	8	5	9

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PM Existing With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	16	Average Delay (sec/veh):	43.4
Optimal Cycle:	139	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	265	1955	558	361	2046	299	271	876	108	541	939	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1955	558	361	2046	299	271	876	108	541	939	230
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:	265	1955	558	361	2046	299	271	876	108	541	939	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	1955	558	361	2046	299	271	876	108	541	939	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1955	558	361	2046	299	271	876	108	541	939	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	1955	558	361	2046	299	271	876	108	541	939	230
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.67	0.33	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4544	560	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.35	0.10	0.30	0.19	0.08	0.19	0.19	0.15	0.18	0.14
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.36	0.36	0.11	0.38	0.38	0.09	0.23	0.23	0.16	0.30	0.30
Volume/Cap:	0.86	0.79	0.96	0.96	0.78	0.49	0.88	0.85	0.85	0.96	0.60	0.47
Delay/Veh:	71.0	33.2	62.3	85.2	31.7	26.6	73.4	46.7	46.7	74.2	33.6	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	33.2	62.3	85.2	31.7	26.6	73.4	46.7	46.7	74.2	33.6	32.2
LOS by Move:	E	C	E	F	C	C	E	D	D	E	C	C
HCM2kAvgQ:	7	18	24	10	18	8	7	14	14	14	10	7

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PM Existing With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	16	Average Delay (sec/veh):	38.6
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	139	1019	138	215	1229	312	340	912	244	285	1045	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1019	138	215	1229	312	340	912	244	285	1045	135
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:	139	1019	138	215	1229	312	340	912	244	285	1045	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	1019	138	215	1229	312	340	912	244	285	1045	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1019	138	215	1229	312	340	912	244	285	1045	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1019	138	215	1229	312	340	912	244	285	1045	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	2.64	0.36	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.66	0.34
Final Sat.:	3502	4486	608	3502	5187	1615	3502	3610	1615	3502	4515	583
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.06	0.24	0.19	0.10	0.25	0.15	0.08	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.33	0.33	0.07	0.35	0.35	0.13	0.36	0.36	0.10	0.33	0.33
Volume/Cap:	0.75	0.69	0.69	0.85	0.68	0.56	0.75	0.70	0.42	0.80	0.70	0.70
Delay/Veh:	69.2	34.8	34.8	75.2	33.1	31.5	55.0	33.5	28.4	62.7	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	34.8	34.8	75.2	33.1	31.5	55.0	33.5	28.4	62.7	34.9	34.9
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	14	14	6	14	9	8	15	7	7	14	14

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PM Existing With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	105	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	16	Average Delay (sec/veh):	32.4
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	100	777	101	396	1103	218	214	997	120	76	861	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	777	101	396	1103	218	214	997	120	76	861	132
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:	100	777	101	396	1103	218	214	997	120	76	861	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	777	101	396	1103	218	214	997	120	76	861	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	777	101	396	1103	218	214	997	120	76	861	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	777	101	396	1103	218	214	997	120	76	861	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.60	0.40
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	4408	676
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.06	0.11	0.21	0.13	0.06	0.19	0.07	0.04	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.30	0.30	0.14	0.38	0.38	0.08	0.35	0.35	0.06	0.33	0.33
Volume/Cap:	0.47	0.51	0.21	0.80	0.56	0.36	0.80	0.55	0.21	0.70	0.59	0.59
Delay/Veh:	49.3	31.0	28.0	52.2	26.3	24.0	62.7	27.8	24.1	67.0	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	31.0	28.0	52.2	26.3	24.0	62.7	27.8	24.1	67.0	29.5	29.5
LOS by Move:	D	C	C	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	2	8	2	8	11	5	6	10	3	4	10	10

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APPENDIX E

YEAR 2018 TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS (ICU METHODOLOGY)

APPENDIX E-I

YEAR 2018 WITHOUT PROJECT TRAFFIC CONDITIONS (ICU METHODOLOGY)

AM Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Anza 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	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	237	841	146	139	653	136	157	989	212	92	723	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	841	146	139	653	136	157	989	212	92	723	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	841	146	139	653	136	157	989	212	92	723	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	841	146	139	653	136	157	989	212	92	723	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	841	146	139	653	136	157	989	212	92	723	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	841	146	139	653	136	157	989	212	92	723	136
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.70	0.30	2.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2727	473	2880	2648	552	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.05	0.25	0.25	0.10	0.31	0.13	0.06	0.23	0.09
Crit Moves:		****		****				****		****		

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AM Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #2 Anza Avenue at Carson Street

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

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	22	957	282	183	804	23	28	304	65	106	164	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	957	282	183	804	23	28	304	65	106	164	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	957	282	183	804	23	28	304	65	106	164	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	957	282	183	804	23	28	304	65	106	164	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	957	282	183	804	23	28	304	65	106	164	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	957	282	183	804	23	28	304	65	106	164	136
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3111	89	1600	1318	282	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.18	0.11	0.26	0.26	0.02	0.23	0.23	0.04	0.10	0.09
Crit Moves:		****		****				****		****		

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ICU Analysis

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	110	754	243	210	699	75	256	891	235	220	622	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	754	243	210	699	75	256	891	235	220	622	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	754	243	210	699	75	256	891	235	220	622	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	754	243	210	699	75	256	891	235	220	622	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	754	243	210	699	75	256	891	235	220	622	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	754	243	210	699	75	256	891	235	220	622	221
Saturation Flow Module:												
Sat/Lane:	1600	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	2.00	1.00	1.00	1.81	0.19	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2890	310	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.15	0.13	0.24	0.24	0.09	0.28	0.15	0.08	0.19	0.14
Crit Moves:		****		****				****		****		

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

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	338	1841	230	223	1698	219	280	935	183	283	910	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	1841	230	223	1698	219	280	935	183	283	910	115
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:	338	1841	230	223	1698	219	280	935	183	283	910	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	1841	230	223	1698	219	280	935	183	283	910	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	1841	230	223	1698	219	280	935	183	283	910	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	1841	230	223	1698	219	280	935	183	283	910	115
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	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.14	0.08	0.27	0.14	0.10	0.19	0.11	0.10	0.19	0.07
Crit Moves:	****				****		****				****	

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

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	49	2491	8	21	2023	118	49	0	26	13	2	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	2491	8	21	2023	118	49	0	26	13	2	24
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:	49	2491	8	21	2023	118	49	0	26	13	2	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	2491	8	21	2023	118	49	0	26	13	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2491	8	21	2023	118	49	0	26	13	2	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2491	8	21	2023	118	49	0	26	13	2	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6380	20	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.39	0.01	0.32	0.07	0.03	0.00	0.02	0.01	0.00	0.02
Crit Moves:		****		****			****					****

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

Intersection #8 Hawthorne Boulevard at Carson Street

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:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	117	2227	239	170	1768	103	98	593	60	180	345	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	2227	239	170	1768	103	98	593	60	180	345	181
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:	117	2227	239	170	1768	103	98	593	60	180	345	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	2227	239	170	1768	103	98	593	60	180	345	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2227	239	170	1768	103	98	593	60	180	345	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	2227	239	170	1768	103	98	593	60	180	345	181
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.78	0.22	1.00	1.82	0.18	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6048	352	1600	2906	294	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.15	0.06	0.29	0.29	0.06	0.20	0.20	0.06	0.07	0.11
Crit Moves:		****		****				****		****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Hawthorne Boulevard at Sepulveda 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:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	132	1909	375	179	1561	168	373	1150	109	515	956	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1909	375	179	1561	168	373	1150	109	515	956	347
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:	132	1909	375	179	1561	168	373	1150	109	515	956	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1909	375	179	1561	168	373	1150	109	515	956	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1909	375	179	1561	168	373	1150	109	515	956	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1909	375	179	1561	168	373	1150	109	515	956	347
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	4.00	1.00	2.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4384	416	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.23	0.06	0.24	0.11	0.13	0.26	0.26	0.18	0.20	0.22
Crit Moves:		****		****				****		****		

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Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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:	212	1171	125	153	1019	317	299	825	107	191	903	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1171	125	153	1019	317	299	825	107	191	903	128
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:	212	1171	125	153	1019	317	299	825	107	191	903	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1171	125	153	1019	317	299	825	107	191	903	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1171	125	153	1019	317	299	825	107	191	903	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	1171	125	153	1019	317	299	825	107	191	903	128
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	2.71	0.29	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.63	0.37
Final Sat.:	2880	4337	463	2880	4800	1600	2880	3200	1600	2880	4204	596
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.05	0.21	0.20	0.10	0.26	0.07	0.07	0.21	0.21
Crit Moves:		****		****				****		****		

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AM Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	101	1078	156	207	772	104	139	712	50	75	561	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1078	156	207	772	104	139	712	50	75	561	163
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:	101	1078	156	207	772	104	139	712	50	75	561	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1078	156	207	772	104	139	712	50	75	561	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1078	156	207	772	104	139	712	50	75	561	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1078	156	207	772	104	139	712	50	75	561	163
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.32	0.68
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	3719	1081
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.10	0.07	0.16	0.07	0.05	0.15	0.03	0.05	0.15	0.15
Crit Moves:		****		****			****				****	

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MD Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	B

Street Name:	Anza 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	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	194	586	102	143	497	113	112	770	164	138	847	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	586	102	143	497	113	112	770	164	138	847	183
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:	194	586	102	143	497	113	112	770	164	138	847	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	586	102	143	497	113	112	770	164	138	847	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	586	102	143	497	113	112	770	164	138	847	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	586	102	143	497	113	112	770	164	138	847	183
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.70	0.30	2.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2726	474	2880	2607	593	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.22	0.05	0.19	0.19	0.07	0.24	0.10	0.09	0.26	0.11
Crit Moves:			****	****			****				****	

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MD Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	21	727	166	139	610	25	11	128	29	147	124	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:	21	727	166	139	610	25	11	128	29	147	124	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:	21	727	166	139	610	25	11	128	29	147	124	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:	21	727	166	139	610	25	11	128	29	147	124	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	727	166	139	610	25	11	128	29	147	124	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:	21	727	166	139	610	25	11	128	29	147	124	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3074	126	1600	1304	296	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.10	0.09	0.20	0.20	0.01	0.10	0.10	0.05	0.08	0.09
Crit Moves:		****		****				****		****		

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Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	146	531	166	136	469	109	167	550	129	172	635	227
Growth Adj:	1.00	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	531	166	136	469	109	167	550	129	172	635	227
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	531	166	136	469	109	167	550	129	172	635	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	531	166	136	469	109	167	550	129	172	635	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	531	166	136	469	109	167	550	129	172	635	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	531	166	136	469	109	167	550	129	172	635	227
Saturation Flow Module:												
Sat/Lane:	1600	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	2.00	1.00	1.00	1.62	0.38	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2597	603	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.10	0.09	0.18	0.18	0.06	0.17	0.08	0.06	0.20	0.14
Crit Moves:	****				****		****				****	

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MD Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #6 Hawthorne Boulevard 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:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	455	1795	263	304	1650	250	327	805	402	319	815	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	1795	263	304	1650	250	327	805	402	319	815	238
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:	455	1795	263	304	1650	250	327	805	402	319	815	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	1795	263	304	1650	250	327	805	402	319	815	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1795	263	304	1650	250	327	805	402	319	815	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	1795	263	304	1650	250	327	805	402	319	815	238
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	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.28	0.16	0.11	0.26	0.16	0.11	0.17	0.25	0.11	0.17	0.15
Crit Moves:	****				****				****	****		

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

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	76	2474	20	124	2317	75	94	5	93	34	13	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	2474	20	124	2317	75	94	5	93	34	13	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	2474	20	124	2317	75	94	5	93	34	13	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	2474	20	124	2317	75	94	5	93	34	13	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	2474	20	124	2317	75	94	5	93	34	13	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	2474	20	124	2317	75	94	5	93	34	13	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6349	51	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.39	0.04	0.36	0.05	0.06	0.00	0.06	0.02	0.01	0.05
Crit Moves:		****		****			****					****

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	158	2065	328	422	1980	82	125	411	100	370	290	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	2065	328	422	1980	82	125	411	100	370	290	335
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	2065	328	422	1980	82	125	411	100	370	290	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2065	328	422	1980	82	125	411	100	370	290	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	2065	328	422	1980	82	125	411	100	370	290	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	2065	328	422	1980	82	125	411	100	370	290	335
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.84	0.16	1.00	1.61	0.39	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6145	255	1600	2574	626	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.21	0.15	0.32	0.32	0.08	0.16	0.16	0.13	0.06	0.21
Crit Moves:		****		****				****		****		

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MD Cum
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ICU Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.913
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	E

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	266	2093	492	354	1918	241	327	711	134	538	783	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	2093	492	354	1918	241	327	711	134	538	783	365
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:	266	2093	492	354	1918	241	327	711	134	538	783	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	2093	492	354	1918	241	327	711	134	538	783	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	2093	492	354	1918	241	327	711	134	538	783	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	2093	492	354	1918	241	327	711	134	538	783	365
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	4.00	1.00	2.00	2.52	0.48	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4039	761	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.31	0.12	0.30	0.15	0.11	0.18	0.18	0.19	0.16	0.23
Crit Moves:		****		****				****		****		

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MD Cum
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ICU Analysis

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

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.694
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

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:	132	788	174	124	840	255	351	705	150	220	950	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	788	174	124	840	255	351	705	150	220	950	149
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:	132	788	174	124	840	255	351	705	150	220	950	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	788	174	124	840	255	351	705	150	220	950	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	788	174	124	840	255	351	705	150	220	950	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	788	174	124	840	255	351	705	150	220	950	149
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	2.46	0.54	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.59	0.41
Final Sat.:	2880	3932	868	2880	4800	1600	2880	3200	1600	2880	4149	651
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.04	0.17	0.16	0.12	0.22	0.09	0.08	0.23	0.23
Crit Moves:		****		****			****				****	

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Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	140	644	177	244	530	57	258	650	141	76	503	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	644	177	244	530	57	258	650	141	76	503	126
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:	140	644	177	244	530	57	258	650	141	76	503	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	644	177	244	530	57	258	650	141	76	503	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	644	177	244	530	57	258	650	141	76	503	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	644	177	244	530	57	258	650	141	76	503	126
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.40	0.60
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	3838	962
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.11	0.08	0.11	0.04	0.09	0.14	0.09	0.05	0.13	0.13
Crit Moves:		****		****			****				****	

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

Intersection #1 Anza Avenue at Torrance 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:	Anza 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	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	267	884	76	169	903	112	113	794	181	233	1019	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	884	76	169	903	112	113	794	181	233	1019	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	884	76	169	903	112	113	794	181	233	1019	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	884	76	169	903	112	113	794	181	233	1019	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	884	76	169	903	112	113	794	181	233	1019	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	884	76	169	903	112	113	794	181	233	1019	238
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2947	253	2880	2847	353	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.06	0.32	0.32	0.07	0.25	0.11	0.15	0.32	0.15
Crit Moves:	****				****			****		****		

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	32	965	145	165	1012	54	28	175	49	302	340	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	965	145	165	1012	54	28	175	49	302	340	231
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	965	145	165	1012	54	28	175	49	302	340	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	965	145	165	1012	54	28	175	49	302	340	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	965	145	165	1012	54	28	175	49	302	340	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	965	145	165	1012	54	28	175	49	302	340	231
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	0.78	0.22	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3038	162	1600	1250	350	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.09	0.10	0.33	0.33	0.02	0.14	0.14	0.10	0.21	0.14
Crit Moves:		****		****				****		****		

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	165	756	160	209	941	151	158	728	213	253	877	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	756	160	209	941	151	158	728	213	253	877	275
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:	165	756	160	209	941	151	158	728	213	253	877	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	756	160	209	941	151	158	728	213	253	877	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	756	160	209	941	151	158	728	213	253	877	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	756	160	209	941	151	158	728	213	253	877	275
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2758	442	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.10	0.13	0.34	0.34	0.05	0.23	0.13	0.09	0.27	0.17
Crit Moves:	****				****			****		****		

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PM Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #6 Hawthorne Boulevard at Torrance 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:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
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:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
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	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.15	0.11	0.31	0.16	0.12	0.21	0.27	0.13	0.22	0.13
Crit Moves:	****				****				****	****		

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PM Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.727
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	59	2623	13	75	2702	106	121	6	96	55	24	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:	59	2623	13	75	2702	106	121	6	96	55	24	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:	59	2623	13	75	2702	106	121	6	96	55	24	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:	59	2623	13	75	2702	106	121	6	96	55	24	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	2623	13	75	2702	106	121	6	96	55	24	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:	59	2623	13	75	2702	106	121	6	96	55	24	147
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6368	32	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.41	0.41	0.03	0.42	0.07	0.08	0.00	0.06	0.03	0.02	0.09
Crit Moves:	****				****		****					****

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PM Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	Level Of Service:	E

Street Name:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	128	2182	352	484	2352	62	119	559	92	432	576	370
Growth Adj:	1.00	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	2182	352	484	2352	62	119	559	92	432	576	370
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	2182	352	484	2352	62	119	559	92	432	576	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2182	352	484	2352	62	119	559	92	432	576	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2182	352	484	2352	62	119	559	92	432	576	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	2182	352	484	2352	62	119	559	92	432	576	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.90	0.10	1.00	1.72	0.28	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6236	164	1600	2748	452	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.22	0.17	0.38	0.38	0.07	0.20	0.20	0.15	0.12	0.23
Crit Moves:		****		****				****		****		

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PM Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	1.014
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	277	2105	586	400	2213	331	301	903	115	568	969	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	2105	586	400	2213	331	301	903	115	568	969	244
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:	277	2105	586	400	2213	331	301	903	115	568	969	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	2105	586	400	2213	331	301	903	115	568	969	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	2105	586	400	2213	331	301	903	115	568	969	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	2105	586	400	2213	331	301	903	115	568	969	244
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	4.00	1.00	2.00	2.66	0.34	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4258	542	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.37	0.14	0.35	0.21	0.10	0.21	0.21	0.20	0.20	0.15
Crit Moves:			****	****				****		****		

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PM Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	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:	145	1069	186	221	1283	331	384	969	253	335	1100	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1069	186	221	1283	331	384	969	253	335	1100	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1069	186	221	1283	331	384	969	253	335	1100	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1069	186	221	1283	331	384	969	253	335	1100	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1069	186	221	1283	331	384	969	253	335	1100	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1069	186	221	1283	331	384	969	253	335	1100	139
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	2.56	0.44	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.66	0.34
Final Sat.:	2880	4089	711	2880	4800	1600	2880	3200	1600	2880	4262	538
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.08	0.27	0.21	0.13	0.30	0.16	0.12	0.26	0.26
Crit Moves:		****		****				****		****		

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PM Cum
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	144	804	104	409	1139	280	280	1033	168	78	894	137
Growth Adj:	1.00	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	804	104	409	1139	280	280	1033	168	78	894	137
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	804	104	409	1139	280	280	1033	168	78	894	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	804	104	409	1139	280	280	1033	168	78	894	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	804	104	409	1139	280	280	1033	168	78	894	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	804	104	409	1139	280	280	1033	168	78	894	137
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.60	0.40
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	4162	638
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.07	0.14	0.24	0.17	0.10	0.22	0.11	0.05	0.21	0.21
Crit Moves:		****		****			****				****	

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APPENDIX E-II

YEAR 2018 WITH PROJECT TRAFFIC CONDITIONS (ICU METHODOLOGY)

AM Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	Anza 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	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	240	844	146	139	657	136	157	989	216	92	723	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	844	146	139	657	136	157	989	216	92	723	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	844	146	139	657	136	157	989	216	92	723	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	844	146	139	657	136	157	989	216	92	723	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	844	146	139	657	136	157	989	216	92	723	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	844	146	139	657	136	157	989	216	92	723	136
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.71	0.29	2.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2728	472	2880	2651	549	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.31	0.05	0.25	0.25	0.10	0.31	0.14	0.06	0.23	0.09
Crit Moves:		****		****				****		****		

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AM Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	22	957	288	190	804	23	28	306	65	110	166	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	957	288	190	804	23	28	306	65	110	166	141
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:	22	957	288	190	804	23	28	306	65	110	166	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	957	288	190	804	23	28	306	65	110	166	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	957	288	190	804	23	28	306	65	110	166	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	957	288	190	804	23	28	306	65	110	166	141
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3111	89	1600	1320	280	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.18	0.12	0.26	0.26	0.02	0.23	0.23	0.04	0.10	0.09
Crit Moves:		****		****				****		****		

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	110	758	243	210	702	77	258	891	235	220	622	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	758	243	210	702	77	258	891	235	220	622	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	758	243	210	702	77	258	891	235	220	622	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	758	243	210	702	77	258	891	235	220	622	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	758	243	210	702	77	258	891	235	220	622	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	758	243	210	702	77	258	891	235	220	622	221
Saturation Flow Module:												
Sat/Lane:	1600	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	2.00	1.00	1.00	1.80	0.20	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2884	316	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.15	0.13	0.24	0.24	0.09	0.28	0.15	0.08	0.19	0.14
Crit Moves:		****		****				****		****		

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Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	338	1855	239	223	1716	219	280	935	183	293	910	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	1855	239	223	1716	219	280	935	183	293	910	115
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:	338	1855	239	223	1716	219	280	935	183	293	910	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	1855	239	223	1716	219	280	935	183	293	910	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	1855	239	223	1716	219	280	935	183	293	910	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	1855	239	223	1716	219	280	935	183	293	910	115
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	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.15	0.08	0.27	0.14	0.10	0.19	0.11	0.10	0.19	0.07
Crit Moves:	****				****		****				****	

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	62	2498	8	21	2032	136	64	0	42	13	2	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	2498	8	21	2032	136	64	0	42	13	2	24
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:	62	2498	8	21	2032	136	64	0	42	13	2	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	2498	8	21	2032	136	64	0	42	13	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	2498	8	21	2032	136	64	0	42	13	2	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	2498	8	21	2032	136	64	0	42	13	2	24
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.99	0.01	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6380	20	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.01	0.32	0.09	0.04	0.00	0.03	0.01	0.00	0.02
Crit Moves:		****		****			****					****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	129	2238	239	172	1778	118	105	595	68	180	348	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	2238	239	172	1778	118	105	595	68	180	348	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	2238	239	172	1778	118	105	595	68	180	348	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	2238	239	172	1778	118	105	595	68	180	348	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	2238	239	172	1778	118	105	595	68	180	348	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	2238	239	172	1778	118	105	595	68	180	348	183
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.75	0.25	1.00	1.79	0.21	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6002	398	1600	2872	328	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.15	0.06	0.30	0.30	0.07	0.21	0.21	0.06	0.07	0.11
Crit Moves:		****		****				****		****		

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Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	E

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	132	1925	375	184	1573	168	373	1150	109	515	956	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:	132	1925	375	184	1573	168	373	1150	109	515	956	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:	132	1925	375	184	1573	168	373	1150	109	515	956	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:	132	1925	375	184	1573	168	373	1150	109	515	956	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1925	375	184	1573	168	373	1150	109	515	956	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:	132	1925	375	184	1573	168	373	1150	109	515	956	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	4.00	1.00	2.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4384	416	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.23	0.06	0.25	0.11	0.13	0.26	0.26	0.18	0.20	0.22
Crit Moves:		****		****				****		****		

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Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.749
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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:	212	1171	125	153	1019	319	301	832	107	191	912	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1171	125	153	1019	319	301	832	107	191	912	128
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:	212	1171	125	153	1019	319	301	832	107	191	912	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1171	125	153	1019	319	301	832	107	191	912	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1171	125	153	1019	319	301	832	107	191	912	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	1171	125	153	1019	319	301	832	107	191	912	128
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	2.71	0.29	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.63	0.37
Final Sat.:	2880	4337	463	2880	4800	1600	2880	3200	1600	2880	4209	591
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.05	0.21	0.20	0.10	0.26	0.07	0.07	0.22	0.22
Crit Moves:		****		****				****		****		

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AM Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	101	1078	156	207	772	104	139	716	50	75	566	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1078	156	207	772	104	139	716	50	75	566	163
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:	101	1078	156	207	772	104	139	716	50	75	566	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1078	156	207	772	104	139	716	50	75	566	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1078	156	207	772	104	139	716	50	75	566	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1078	156	207	772	104	139	716	50	75	566	163
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.33	0.67
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	3727	1073
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.10	0.07	0.16	0.07	0.05	0.15	0.03	0.05	0.15	0.15
Crit Moves:		****		****			****				****	

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MD Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Anza 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	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	204	596	102	143	509	113	112	770	176	138	847	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	596	102	143	509	113	112	770	176	138	847	183
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:	204	596	102	143	509	113	112	770	176	138	847	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	596	102	143	509	113	112	770	176	138	847	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	596	102	143	509	113	112	770	176	138	847	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	596	102	143	509	113	112	770	176	138	847	183
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.71	0.29	2.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2732	468	2880	2619	581	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.05	0.19	0.19	0.07	0.24	0.11	0.09	0.26	0.11
Crit Moves:		****		****			****				****	

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MD Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	21	727	185	164	610	25	11	135	29	162	129	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	727	185	164	610	25	11	135	29	162	129	163
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:	21	727	185	164	610	25	11	135	29	162	129	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	727	185	164	610	25	11	135	29	162	129	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	727	185	164	610	25	11	135	29	162	129	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	727	185	164	610	25	11	135	29	162	129	163
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3074	126	1600	1317	283	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.12	0.10	0.20	0.20	0.01	0.10	0.10	0.06	0.08	0.10
Crit Moves:		****		****				****		****		

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MD Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.635
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	146	543	166	136	479	114	174	550	129	172	635	227
Growth Adj:	1.00	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	543	166	136	479	114	174	550	129	172	635	227
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	543	166	136	479	114	174	550	129	172	635	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	543	166	136	479	114	174	550	129	172	635	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	543	166	136	479	114	174	550	129	172	635	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	543	166	136	479	114	174	550	129	172	635	227
Saturation Flow Module:												
Sat/Lane:	1600	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	2.00	1.00	1.00	1.62	0.38	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2585	615	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.10	0.09	0.19	0.19	0.06	0.17	0.08	0.06	0.20	0.14
Crit Moves:	****				****		****				****	

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MD Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #6 Hawthorne Boulevard 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:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	455	1844	292	304	1711	250	327	805	402	355	815	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	1844	292	304	1711	250	327	805	402	355	815	238
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:	455	1844	292	304	1711	250	327	805	402	355	815	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	1844	292	304	1711	250	327	805	402	355	815	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1844	292	304	1711	250	327	805	402	355	815	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	1844	292	304	1711	250	327	805	402	355	815	238
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	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.18	0.11	0.27	0.16	0.11	0.17	0.25	0.12	0.17	0.15
Crit Moves:	****				****				****	****		

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

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	126	2502	20	124	2347	143	142	5	142	34	13	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	2502	20	124	2347	143	142	5	142	34	13	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	2502	20	124	2347	143	142	5	142	34	13	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	2502	20	124	2347	143	142	5	142	34	13	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	2502	20	124	2347	143	142	5	142	34	13	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	2502	20	124	2347	143	142	5	142	34	13	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.97	0.03	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6349	51	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.39	0.39	0.04	0.37	0.09	0.09	0.00	0.09	0.02	0.01	0.05
Crit Moves:	****				****		****					****

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	196	2106	328	427	2009	129	155	421	135	370	301	342
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	2106	328	427	2009	129	155	421	135	370	301	342
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:	196	2106	328	427	2009	129	155	421	135	370	301	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	2106	328	427	2009	129	155	421	135	370	301	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	2106	328	427	2009	129	155	421	135	370	301	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	2106	328	427	2009	129	155	421	135	370	301	342
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.76	0.24	1.00	1.51	0.49	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6014	386	1600	2423	777	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.21	0.15	0.33	0.33	0.10	0.17	0.17	0.13	0.06	0.21
Crit Moves:		****		****			****					****

MD Cum With Project
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ICU Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.928
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	116	Level Of Service:	E

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	266	2147	492	374	1962	241	327	711	134	538	783	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	2147	492	374	1962	241	327	711	134	538	783	390
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:	266	2147	492	374	1962	241	327	711	134	538	783	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	2147	492	374	1962	241	327	711	134	538	783	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	2147	492	374	1962	241	327	711	134	538	783	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	2147	492	374	1962	241	327	711	134	538	783	390
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	4.00	1.00	2.00	2.52	0.48	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4039	761	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.31	0.13	0.31	0.15	0.11	0.18	0.18	0.19	0.16	0.24
Crit Moves:		****		****				****		****		

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MD Cum With Project
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.702
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	132	788	174	124	840	262	356	730	150	220	980	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	788	174	124	840	262	356	730	150	220	980	149
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:	132	788	174	124	840	262	356	730	150	220	980	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	788	174	124	840	262	356	730	150	220	980	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	788	174	124	840	262	356	730	150	220	980	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	788	174	124	840	262	356	730	150	220	980	149
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	2.46	0.54	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.60	0.40
Final Sat.:	2880	3932	868	2880	4800	1600	2880	3200	1600	2880	4167	633
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.20	0.04	0.17	0.16	0.12	0.23	0.09	0.08	0.24	0.24
Crit Moves:		****		****			****				****	

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.543
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	140	644	177	244	530	57	258	665	141	76	521	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	644	177	244	530	57	258	665	141	76	521	126
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:	140	644	177	244	530	57	258	665	141	76	521	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	644	177	244	530	57	258	665	141	76	521	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	644	177	244	530	57	258	665	141	76	521	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	644	177	244	530	57	258	665	141	76	521	126
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.42	0.58
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	3865	935
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.11	0.08	0.11	0.04	0.09	0.14	0.09	0.05	0.13	0.13
Crit Moves:		****		****			****				****	

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.910
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	E

Street Name:	Anza 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	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	276	893	76	169	912	112	113	794	190	233	1019	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	893	76	169	912	112	113	794	190	233	1019	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	893	76	169	912	112	113	794	190	233	1019	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	893	76	169	912	112	113	794	190	233	1019	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	893	76	169	912	112	113	794	190	233	1019	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	893	76	169	912	112	113	794	190	233	1019	238
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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.84	0.16	2.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2880	2949	251	2880	2850	350	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.30	0.06	0.32	0.32	0.07	0.25	0.12	0.15	0.32	0.15
Crit Moves:	****				****			****		****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Anza Avenue at Carson Street

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:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	32	965	161	184	1012	54	28	181	49	316	344	250
Growth Adj:	1.00	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	965	161	184	1012	54	28	181	49	316	344	250
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	965	161	184	1012	54	28	181	49	316	344	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	965	161	184	1012	54	28	181	49	316	344	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	965	161	184	1012	54	28	181	49	316	344	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	965	161	184	1012	54	28	181	49	316	344	250
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	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	2.00	1.00	1.00	1.90	0.10	1.00	0.79	0.21	2.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3038	162	1600	1259	341	2880	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.10	0.12	0.33	0.33	0.02	0.14	0.14	0.11	0.22	0.16
Crit Moves:		****		****				****		****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Anza Avenue						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:	1 0	2 0	1	1 0	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	165	765	160	209	950	155	164	728	213	253	877	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	765	160	209	950	155	164	728	213	253	877	275
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:	165	765	160	209	950	155	164	728	213	253	877	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	765	160	209	950	155	164	728	213	253	877	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	765	160	209	950	155	164	728	213	253	877	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	765	160	209	950	155	164	728	213	253	877	275
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2751	449	2880	3200	1600	2880	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.10	0.13	0.35	0.35	0.06	0.23	0.13	0.09	0.27	0.17
Crit Moves:	****				****		****				****	

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.969
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	153	Level Of Service:	E

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
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:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
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	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4800	1600	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.17	0.11	0.32	0.16	0.12	0.21	0.27	0.14	0.22	0.13
Crit Moves:	****				****				****	****		

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PM Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	111	2644	13	75	2710	171	169	6	144	55	24	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:	111	2644	13	75	2710	171	169	6	144	55	24	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:	111	2644	13	75	2710	171	169	6	144	55	24	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:	111	2644	13	75	2710	171	169	6	144	55	24	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2644	13	75	2710	171	169	6	144	55	24	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:	111	2644	13	75	2710	171	169	6	144	55	24	147
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.98	0.02	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	6369	31	2880	6400	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.42	0.03	0.42	0.11	0.11	0.00	0.09	0.03	0.02	0.09
Crit Moves:	****				****		****					****

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PM Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.984
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	172	Level Of Service:	E

Street Name:	Hawthorne Boulevard						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:	1 0	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	148	2220	352	488	2378	92	148	569	126	432	582	376
Growth Adj:	1.00	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	2220	352	488	2378	92	148	569	126	432	582	376
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	2220	352	488	2378	92	148	569	126	432	582	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2220	352	488	2378	92	148	569	126	432	582	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	2220	352	488	2378	92	148	569	126	432	582	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	2220	352	488	2378	92	148	569	126	432	582	376
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	2.00	3.85	0.15	1.00	1.64	0.36	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	2880	6162	238	1600	2620	580	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.22	0.17	0.39	0.39	0.09	0.22	0.22	0.15	0.12	0.24
Crit Moves:		****		****				****		****		

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PM Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	1.021
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Hawthorne Boulevard						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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	277	2144	586	419	2255	331	301	903	115	568	969	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	2144	586	419	2255	331	301	903	115	568	969	263
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:	277	2144	586	419	2255	331	301	903	115	568	969	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	2144	586	419	2255	331	301	903	115	568	969	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	2144	586	419	2255	331	301	903	115	568	969	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	2144	586	419	2255	331	301	903	115	568	969	263
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	4.00	1.00	2.00	2.66	0.34	2.00	3.00	1.00
Final Sat.:	2880	6400	1600	2880	6400	1600	2880	4258	542	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.37	0.15	0.35	0.21	0.10	0.21	0.21	0.20	0.20	0.16
Crit Moves:			****	****				****		****		

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PM Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #10 Madrona Avenue at Torrance Boulevard

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:	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:	145	1069	186	221	1283	337	388	993	253	335	1122	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1069	186	221	1283	337	388	993	253	335	1122	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1069	186	221	1283	337	388	993	253	335	1122	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1069	186	221	1283	337	388	993	253	335	1122	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1069	186	221	1283	337	388	993	253	335	1122	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1069	186	221	1283	337	388	993	253	335	1122	139
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	2.56	0.44	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.67	0.33
Final Sat.:	2880	4089	711	2880	4800	1600	2880	3200	1600	2880	4271	529
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.08	0.27	0.21	0.13	0.31	0.16	0.12	0.26	0.26
Crit Moves:		****		****				****		****		

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PM Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Madrona Avenue						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	3 0	1	2 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	144	804	104	409	1139	280	280	1047	168	78	906	137
Growth Adj:	1.00	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	804	104	409	1139	280	280	1047	168	78	906	137
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	804	104	409	1139	280	280	1047	168	78	906	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	804	104	409	1139	280	280	1047	168	78	906	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	804	104	409	1139	280	280	1047	168	78	906	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	804	104	409	1139	280	280	1047	168	78	906	137
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	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.61	0.39
Final Sat.:	2880	4800	1600	2880	4800	1600	2880	4800	1600	1600	4170	630
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.07	0.14	0.24	0.17	0.10	0.22	0.11	0.05	0.22	0.22
Crit Moves:		****		****			****				****	

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APPENDIX E-III

YEAR 2018 WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS (ICU METHODOLOGY)

AM Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis - Mitigation

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Hawthorne Boulevard						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			Ovl		
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	4 0	1	3 0	3 1	0	1 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	129	2238	239	172	1778	118	105	595	68	180	348	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	2238	239	172	1778	118	105	595	68	180	348	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	2238	239	172	1778	118	105	595	68	180	348	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	2238	239	172	1778	118	105	595	68	180	348	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	2238	239	172	1778	118	105	595	68	180	348	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	2238	239	172	1778	118	105	595	68	180	348	183
OvlAdjVol:												119
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	3.00	3.75	0.25	1.00	2.69	0.31	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	4320	6002	398	1600	4308	492	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.35	0.15	0.04	0.30	0.30	0.07	0.14	0.14	0.06	0.07	0.11
OvlAdjV/S:												0.07
Crit Moves:		****		****				****		****		

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MD Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis - Mitigation

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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			Ovl		
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	4 0	1	3 0	3 1	0	1 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	196	2106	328	427	2009	129	155	421	135	370	301	342
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	2106	328	427	2009	129	155	421	135	370	301	342
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:	196	2106	328	427	2009	129	155	421	135	370	301	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	2106	328	427	2009	129	155	421	135	370	301	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	2106	328	427	2009	129	155	421	135	370	301	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	2106	328	427	2009	129	155	421	135	370	301	342
OvlAdjVol:												184
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	3.00	3.76	0.24	1.00	2.27	0.73	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	4320	6014	386	1600	3635	1165	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.33	0.21	0.10	0.33	0.33	0.10	0.12	0.12	0.13	0.06	0.21
OvlAdjV/S:												0.11
Crit Moves:	****				****			****		****		

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PM Cum With Project
Del Amo Financial TIA, Torrance
ICU Analysis - Mitigation

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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			Ovl		
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	4 0	1	3 0	3 1	0	1 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	148	2220	352	488	2378	92	148	569	126	432	582	376
Growth Adj:	1.00	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	2220	352	488	2378	92	148	569	126	432	582	376
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	2220	352	488	2378	92	148	569	126	432	582	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2220	352	488	2378	92	148	569	126	432	582	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	2220	352	488	2378	92	148	569	126	432	582	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	2220	352	488	2378	92	148	569	126	432	582	376
OvlAdjVol:												195
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	1.00	4.00	1.00	3.00	3.85	0.15	1.00	2.46	0.54	2.00	3.00	1.00
Final Sat.:	1600	6400	1600	4320	6162	238	1600	3930	870	2880	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.35	0.22	0.11	0.39	0.39	0.09	0.14	0.14	0.15	0.12	0.24
OvlAdjV/S:												0.12
Crit Moves:	****				****			****		****		

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APPENDIX F

YEAR 2018 TRAFFIC CONDITIONS INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS (HCM METHODOLOGY)

APPENDIX F-I

YEAR 2018 WITHOUT PROJECT TRAFFIC CONDITIONS (HCM METHODOLOGY)

AM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

****

Intersection #1 Anza Avenue at Torrance Boulevard

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	16	Average Delay (sec/veh):	34.7
Optimal Cycle:	88	Level Of Service:	C

****

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	237	841	146	139	653	136	157	989	212	92	723	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	841	146	139	653	136	157	989	212	92	723	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	841	146	139	653	136	157	989	212	92	723	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	841	146	139	653	136	157	989	212	92	723	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	841	146	139	653	136	157	989	212	92	723	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	841	146	139	653	136	157	989	212	92	723	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.70	0.30	2.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3008	522	3502	2910	606	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.04	0.22	0.22	0.09	0.27	0.13	0.05	0.20	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.35	0.35	0.07	0.33	0.33	0.13	0.35	0.35	0.07	0.29	0.29
Volume/Cap:	0.69	0.79	0.79	0.56	0.69	0.69	0.69	0.79	0.38	0.73	0.69	0.29
Delay/Veh:	49.5	32.6	32.6	47.9	31.1	31.1	50.5	32.8	25.0	65.6	33.5	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	32.6	32.6	47.9	31.1	31.1	50.5	32.8	25.0	65.6	33.5	27.8
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	16	16	3	12	12	6	16	5	4	11	3

****

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AM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

****

Intersection #2 Anza Avenue at Carson Street

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	16	Average Delay (sec/veh):	31.1
Optimal Cycle:	86	Level Of Service:	C

****

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	22	957	282	183	804	23	28	304	65	106	164	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	957	282	183	804	23	28	304	65	106	164	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	957	282	183	804	23	28	304	65	106	164	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	957	282	183	804	23	28	304	65	106	164	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	957	282	183	804	23	28	304	65	106	164	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	957	282	183	804	23	28	304	65	106	164	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3496	100	1805	1525	326	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.17	0.10	0.23	0.23	0.02	0.20	0.20	0.03	0.09	0.08
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.35	0.35	0.14	0.39	0.39	0.06	0.29	0.29	0.06	0.29	0.29
Volume/Cap:	0.12	0.75	0.49	0.75	0.59	0.59	0.26	0.69	0.69	0.50	0.30	0.29
Delay/Veh:	41.5	30.8	25.9	53.6	24.7	24.7	46.1	35.2	35.2	47.5	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	30.8	25.9	53.6	24.7	24.7	46.1	35.2	35.2	47.5	27.9	27.9
LOS by Move:	D	C	C	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	1	15	7	7	11	11	1	11	11	2	4	3

****

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AM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	16	Average Delay (sec/veh):	35.1
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	110	754	243	210	699	75	256	891	235	220	622	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	754	243	210	699	75	256	891	235	220	622	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	754	243	210	699	75	256	891	235	220	622	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	754	243	210	699	75	256	891	235	220	622	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	754	243	210	699	75	256	891	235	220	622	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	754	243	210	699	75	256	891	235	220	622	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3211	345	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.15	0.12	0.22	0.22	0.07	0.25	0.15	0.06	0.17	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.29	0.29	0.13	0.33	0.33	0.11	0.34	0.34	0.07	0.31	0.31
Volume/Cap:	0.67	0.72	0.52	0.91	0.67	0.67	0.67	0.72	0.42	0.88	0.56	0.45
Delay/Veh:	52.1	32.8	29.3	76.6	29.1	29.1	45.3	29.3	24.5	72.7	28.4	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	32.8	29.3	76.6	29.1	29.1	45.3	29.3	24.5	72.7	28.4	27.2
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	12	6	9	11	11	5	13	5	6	8	5

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AM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

****

Intersection #4 Village Court at Del Amo Circle

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.123
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	Village Court						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	2	0	34	1	23	83	89	0	0	36	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2	0	34	1	23	83	89	0	0	36	11
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	2	0	34	1	23	83	89	0	0	36	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2	0	34	1	23	83	89	0	0	36	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	0	34	1	23	83	89	0	0	36	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2	0	34	1	23	83	89	0	0	36	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.04	0.96	1.00	2.00	0.00	1.00	1.53	0.47
Final Sat.:	0	680	0	630	33	759	675	1490	0	636	1095	349
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.05	0.03	0.03	0.12	0.06	xxxx	0.00	0.03	0.03
Crit Moves:		****		****			****				****	
Delay/Veh:	0.0	8.1	0.0	8.5	7.2	7.2	8.7	7.8	0.0	0.0	7.8	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0	8.5	7.2	7.2	8.7	7.8	0.0	0.0	7.8	7.5
LOS by Move:	*	A	*	A	A	A	A	A	*	*	A	A
ApproachDel:		8.1			8.0			8.2			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			8.0			8.2			7.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0

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AM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #5 Del Amo Circle at Carson Street

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[17.5]

Street Name:	Del Amo Circle									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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 2		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	1	0	2	20	2	37	91	721	12	10	416	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	2	20	2	37	91	721	12	10	416	50
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:	1	0	2	20	2	37	91	721	12	10	416	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	2	20	2	37	91	721	12	10	416	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	20	2	37	91	721	12	10	416	50
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1138	1395	367	979	1351	208	466	xxxx	xxxxx	733	xxxx	xxxxx
Potent Cap.:	159	143	636	208	152	804	1106	xxxx	xxxxx	881	xxxx	xxxxx
Move Cap.:	139	129	636	192	138	804	1106	xxxx	xxxxx	881	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	0.10	0.01	0.05	0.08	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	0.0	0.3	0.0	0.1	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	31.0	xxxx	10.7	25.9	31.6	9.7	8.5	xxxx	xxxxx	9.1	xxxx	xxxxx
LOS by Move:	D	*	B	D	D	A	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.5			15.9			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

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AM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	16	Average Delay (sec/veh):	35.6
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	338	1841	230	223	1698	219	280	935	183	283	910	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	1841	230	223	1698	219	280	935	183	283	910	115
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:	338	1841	230	223	1698	219	280	935	183	283	910	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	1841	230	223	1698	219	280	935	183	283	910	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	1841	230	223	1698	219	280	935	183	283	910	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	1841	230	223	1698	219	280	935	183	283	910	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.14	0.06	0.25	0.14	0.08	0.18	0.11	0.08	0.18	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.39	0.39	0.07	0.35	0.35	0.09	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.84	0.68	0.36	0.87	0.70	0.38	0.84	0.62	0.39	0.91	0.61	0.25
Delay/Veh:	60.4	27.0	22.8	74.1	30.1	25.9	64.1	32.9	30.2	77.2	33.3	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	27.0	22.8	74.1	30.1	25.9	64.1	32.9	30.2	77.2	33.3	29.1
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	8	14	5	6	14	5	7	10	5	8	10	3

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AM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #7 Hawthorne Boulevard at Del Amo Circle

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Cycle (sec):	120	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	12	Average Delay (sec/veh):	14.3
Optimal Cycle:	80	Level Of Service:	B

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Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	49	2491	8	21	2023	118	49	0	26	13	2	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	2491	8	21	2023	118	49	0	26	13	2	24
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:	49	2491	8	21	2023	118	49	0	26	13	2	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	2491	8	21	2023	118	49	0	26	13	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2491	8	21	2023	118	49	0	26	13	2	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2491	8	21	2023	118	49	0	26	13	2	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.75	0.95	0.81	0.75	0.82	0.82
Lanes:	1.00	3.99	0.01	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6894	22	3502	6916	1615	1417	1805	1534	1417	1556	1556
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.01	0.29	0.07	0.03	0.00	0.02	0.01	0.00	0.02
Crit Moves:		****		****			****					
Green/Cycle:	0.10	0.64	0.64	0.05	0.59	0.59	0.21	0.00	0.21	0.21	0.21	0.21
Volume/Cap:	0.27	0.56	0.56	0.12	0.50	0.12	0.17	0.00	0.08	0.04	0.01	0.07
Delay/Veh:	50.6	12.2	12.2	54.8	14.3	10.9	39.2	0.0	38.4	38.0	37.7	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	12.2	12.2	54.8	14.3	10.9	39.2	0.0	38.4	38.0	37.7	38.3
LOS by Move:	D	B	B	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	2	14	14	0	12	2	2	0	1	0	0	1

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AM Cumulative
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HCM Analysis

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	95	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	16	Average Delay (sec/veh):	29.1
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	117	2227	239	170	1768	103	98	593	60	180	345	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	2227	239	170	1768	103	98	593	60	180	345	181
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:	117	2227	239	170	1768	103	98	593	60	180	345	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	2227	239	170	1768	103	98	593	60	180	345	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2227	239	170	1768	103	98	593	60	180	345	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	2227	239	170	1768	103	98	593	60	180	345	181
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.94	0.94	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.78	0.22	1.00	1.82	0.18	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6483	378	1805	3232	327	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.15	0.05	0.27	0.27	0.05	0.18	0.18	0.05	0.07	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.42	0.42	0.06	0.40	0.40	0.06	0.28	0.28	0.07	0.29	0.29
Volume/Cap:	0.79	0.77	0.35	0.77	0.68	0.68	0.85	0.65	0.65	0.77	0.23	0.39
Delay/Veh:	67.4	25.1	19.2	58.9	24.3	24.3	85.9	31.3	31.3	58.2	25.9	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.4	25.1	19.2	58.9	24.3	24.3	85.9	31.3	31.3	58.2	25.9	27.7
LOS by Move:	E	C	B	E	C	C	F	C	C	E	C	C
HCM2kAvgQ:	5	17	5	4	13	13	5	10	10	5	3	4

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AM Cumulative
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HCM Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	16	Average Delay (sec/veh):	38.0
Optimal Cycle:	101	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	132	1909	375	179	1561	168	373	1150	109	515	956	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1909	375	179	1561	168	373	1150	109	515	956	347
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:	132	1909	375	179	1561	168	373	1150	109	515	956	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1909	375	179	1561	168	373	1150	109	515	956	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1909	375	179	1561	168	373	1150	109	515	956	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	1909	375	179	1561	168	373	1150	109	515	956	347
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4676	443	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.23	0.05	0.23	0.10	0.11	0.25	0.25	0.15	0.18	0.21
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.34	0.34	0.06	0.34	0.34	0.12	0.28	0.28	0.17	0.32	0.32
Volume/Cap:	0.66	0.81	0.68	0.88	0.66	0.30	0.86	0.88	0.88	0.88	0.57	0.67
Delay/Veh:	56.3	33.4	32.9	81.7	29.9	25.5	60.5	42.8	42.8	57.1	30.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.3	33.4	32.9	81.7	29.9	25.5	60.5	42.8	42.8	57.1	30.0	34.0
LOS by Move:	E	C	C	F	C	C	E	D	D	E	C	C
HCM2kAvgQ:	3	17	11	5	12	4	9	17	17	11	10	11

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AM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	16	Average Delay (sec/veh):	36.9
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	212	1171	125	153	1019	317	299	825	107	191	903	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1171	125	153	1019	317	299	825	107	191	903	128
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:	212	1171	125	153	1019	317	299	825	107	191	903	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1171	125	153	1019	317	299	825	107	191	903	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1171	125	153	1019	317	299	825	107	191	903	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	1171	125	153	1019	317	299	825	107	191	903	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	2.71	0.29	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.63	0.37
Final Sat.:	3502	4621	493	3502	5187	1615	3502	3610	1615	3502	4457	632
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.04	0.20	0.20	0.09	0.23	0.07	0.05	0.20	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.36	0.36	0.07	0.35	0.35	0.11	0.37	0.37	0.07	0.33	0.33
Volume/Cap:	0.80	0.71	0.71	0.65	0.56	0.56	0.80	0.62	0.18	0.78	0.61	0.61
Delay/Veh:	67.9	33.2	33.2	58.8	30.9	31.8	61.7	30.7	24.8	67.5	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.9	33.2	33.2	58.8	30.9	31.8	61.7	30.7	24.8	67.5	33.0	33.0
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	6	15	15	4	11	9	7	13	3	5	12	12

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AM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #11 Madrona Avenue at Carson Street

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Cycle (sec):	90	Critical Vol./Cap.(X):	0.431
Loss Time (sec):	16	Average Delay (sec/veh):	29.2
Optimal Cycle:	100	Level Of Service:	C

****

Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	101	1078	156	207	772	104	139	712	50	75	561	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1078	156	207	772	104	139	712	50	75	561	163
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:	101	1078	156	207	772	104	139	712	50	75	561	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1078	156	207	772	104	139	712	50	75	561	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1078	156	207	772	104	139	712	50	75	561	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1078	156	207	772	104	139	712	50	75	561	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.32	0.68
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	3883	1128
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.10	0.06	0.15	0.06	0.04	0.14	0.03	0.04	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.36	0.36	0.07	0.37	0.37	0.06	0.35	0.35	0.06	0.35	0.35
Volume/Cap:	0.48	0.58	0.27	0.85	0.40	0.17	0.66	0.39	0.09	0.69	0.41	0.41
Delay/Veh:	47.2	26.3	22.9	69.2	23.5	21.4	53.6	24.6	21.9	63.6	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	26.3	22.9	69.2	23.5	21.4	53.6	24.6	21.9	63.6	24.9	24.9
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	2	10	3	6	6	2	3	6	1	4	6	6

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MD Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	16	Average Delay (sec/veh):	31.2
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	194	586	102	143	497	113	112	770	164	138	847	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	586	102	143	497	113	112	770	164	138	847	183
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:	194	586	102	143	497	113	112	770	164	138	847	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	586	102	143	497	113	112	770	164	138	847	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	586	102	143	497	113	112	770	164	138	847	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	586	102	143	497	113	112	770	164	138	847	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.70	0.30	2.00	1.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3007	523	3502	2859	650	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.04	0.17	0.17	0.06	0.21	0.10	0.08	0.23	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.33	0.07	0.32	0.32	0.08	0.32	0.32	0.11	0.36	0.36
Volume/Cap:	0.67	0.59	0.59	0.61	0.55	0.55	0.81	0.67	0.32	0.67	0.66	0.32
Delay/Veh:	48.2	27.1	27.1	48.0	27.5	27.5	72.5	29.6	24.9	48.6	27.0	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	27.1	27.1	48.0	27.5	27.5	72.5	29.6	24.9	48.6	27.0	22.5
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	4	9	9	3	8	8	5	11	4	5	12	4

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MD Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #2 Anza Avenue at Carson Street

****

Cycle (sec):	90	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	16	Average Delay (sec/veh):	27.7
Optimal Cycle:	86	Level Of Service:	C

****

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	21	727	166	139	610	25	11	128	29	147	124	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:	21	727	166	139	610	25	11	128	29	147	124	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:	21	727	166	139	610	25	11	128	29	147	124	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:	21	727	166	139	610	25	11	128	29	147	124	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	727	166	139	610	25	11	128	29	147	124	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:	21	727	166	139	610	25	11	128	29	147	124	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3447	141	1805	1506	341	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.10	0.08	0.18	0.18	0.01	0.09	0.09	0.04	0.07	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.32	0.32	0.11	0.35	0.35	0.07	0.32	0.32	0.07	0.32	0.32
Volume/Cap:	0.13	0.62	0.32	0.69	0.51	0.51	0.09	0.26	0.26	0.63	0.20	0.27
Delay/Veh:	38.4	27.0	23.4	48.5	23.7	23.7	39.8	22.8	22.8	46.3	22.3	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	27.0	23.4	48.5	23.7	23.7	39.8	22.8	22.8	46.3	22.3	23.0
LOS by Move:	D	C	C	D	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	10	4	5	8	8	0	3	3	3	3	3

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MD Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #3 Anza Avenue at Sepulveda Boulevard

****

Cycle (sec):	95	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	16	Average Delay (sec/veh):	30.8
Optimal Cycle:	88	Level Of Service:	C

****

Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	146	531	166	136	469	109	167	550	129	172	635	227
Growth Adj:	1.00	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	531	166	136	469	109	167	550	129	172	635	227
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	531	166	136	469	109	167	550	129	172	635	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	531	166	136	469	109	167	550	129	172	635	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	531	166	136	469	109	167	550	129	172	635	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	531	166	136	469	109	167	550	129	172	635	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2847	662	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.10	0.08	0.16	0.16	0.05	0.15	0.08	0.05	0.18	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.35	0.35	0.10	0.33	0.33	0.07	0.31	0.31	0.07	0.31	0.31
Volume/Cap:	0.64	0.42	0.29	0.75	0.50	0.50	0.64	0.48	0.25	0.76	0.58	0.46
Delay/Veh:	45.7	23.6	22.6	57.3	26.2	26.2	48.2	26.7	24.5	57.1	28.6	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	23.6	22.6	57.3	26.2	26.2	48.2	26.7	24.5	57.1	28.6	27.4
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	6	4	6	7	7	4	7	3	4	9	6

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MD Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #4 Village Court at Del Amo Circle

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.121
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

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Street Name:	Village Court						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	2	0	37	4	62	78	57	0	0	50	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2	0	37	4	62	78	57	0	0	50	40
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	2	0	37	4	62	78	57	0	0	50	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2	0	37	4	62	78	57	0	0	50	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	0	37	4	62	78	57	0	0	50	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2	0	37	4	62	78	57	0	0	50	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.06	0.94	1.00	2.00	0.00	1.00	1.11	0.89
Final Sat.:	0	668	0	627	48	738	644	1416	0	628	776	696
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.06	0.08	0.08	0.12	0.04	xxxx	0.00	0.06	0.06
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	8.2	0.0	8.6	7.5	7.5	8.9	7.9	0.0	0.0	8.0	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	8.6	7.5	7.5	8.9	7.9	0.0	0.0	8.0	7.4
LOS by Move:	*	A	*	A	A	A	A	A	*	*	A	A
ApproachDel:		8.2			7.9			8.4			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			7.9			8.4			7.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1

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MD Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #5 Del Amo Circle at Carson Street

****

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[15.5]

****

Street Name:	Del Amo Circle						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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0	2	1 0 1	0	1	1 0 1	1	0	1 0 2	0	1
Volume Module:												
Base Vol:	9	5	10	27	2	74	63	416	13	11	348	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	5	10	27	2	74	63	416	13	11	348	73
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:	9	5	10	27	2	74	63	416	13	11	348	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	5	10	27	2	74	63	416	13	11	348	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	5	10	27	2	74	63	416	13	11	348	73
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	746	992	215	707	925	174	421	xxxx	xxxxx	429	xxxx	xxxxx
Potent Cap.:	306	248	797	326	271	846	1149	xxxx	xxxxx	1141	xxxx	xxxxx
Move Cap.:	264	232	797	301	254	846	1149	xxxx	xxxxx	1141	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.01	0.09	0.01	0.09	0.05	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.1	0.0	0.3	0.0	0.3	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	19.1	20.9	9.6	18.1	19.3	9.7	8.3	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	C	C	A	C	C	A	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.5			12.1			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

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MD Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	16	Average Delay (sec/veh):	40.7
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	455	1795	263	304	1650	250	327	805	402	319	815	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	1795	263	304	1650	250	327	805	402	319	815	238
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:	455	1795	263	304	1650	250	327	805	402	319	815	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	1795	263	304	1650	250	327	805	402	319	815	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1795	263	304	1650	250	327	805	402	319	815	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	1795	263	304	1650	250	327	805	402	319	815	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.26	0.16	0.09	0.24	0.15	0.09	0.16	0.25	0.09	0.16	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.38	0.38	0.10	0.34	0.34	0.10	0.28	0.28	0.10	0.27	0.27
Volume/Cap:	0.91	0.69	0.43	0.86	0.71	0.46	0.91	0.56	0.90	0.92	0.58	0.54
Delay/Veh:	67.1	29.4	25.8	68.1	32.8	29.3	75.1	34.6	59.2	78.2	35.1	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	29.4	25.8	68.1	32.8	29.3	75.1	34.6	59.2	78.2	35.1	35.5
LOS by Move:	E	C	C	E	C	C	E	C	E	E	D	D
HCM2kAvgQ:	11	15	7	8	14	7	9	9	17	9	9	7

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MD Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #7 Hawthorne Boulevard at Del Amo Circle

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	12	Average Delay (sec/veh):	16.9
Optimal Cycle:	80	Level Of Service:	B

****

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	76	2474	20	124	2317	75	94	5	93	34	13	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	2474	20	124	2317	75	94	5	93	34	13	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	2474	20	124	2317	75	94	5	93	34	13	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	2474	20	124	2317	75	94	5	93	34	13	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	2474	20	124	2317	75	94	5	93	34	13	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	2474	20	124	2317	75	94	5	93	34	13	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.69	0.82	0.82	0.69	0.83	0.83
Lanes:	1.00	3.97	0.03	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6854	55	3502	6916	1615	1307	1549	1549	1307	1570	1570
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.04	0.34	0.05	0.07	0.00	0.06	0.03	0.01	0.05
Crit Moves:		****		****			****					
Green/Cycle:	0.09	0.63	0.63	0.06	0.60	0.60	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.47	0.57	0.57	0.57	0.56	0.08	0.35	0.02	0.29	0.12	0.04	0.26
Delay/Veh:	54.0	13.0	13.0	58.4	14.5	10.0	41.3	37.7	40.5	38.8	37.9	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	13.0	13.0	58.4	14.5	10.0	41.3	37.7	40.5	38.8	37.9	40.1
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	15	15	3	14	1	3	0	3	1	0	3

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HCM Analysis

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

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Intersection #8 Hawthorne Boulevard at Carson Street

****

Cycle (sec):	110	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	16	Average Delay (sec/veh):	39.8
Optimal Cycle:	87	Level Of Service:	D

****

Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	158	2065	328	422	1980	82	125	411	100	370	290	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	2065	328	422	1980	82	125	411	100	370	290	335
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	2065	328	422	1980	82	125	411	100	370	290	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2065	328	422	1980	82	125	411	100	370	290	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	2065	328	422	1980	82	125	411	100	370	290	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	2065	328	422	1980	82	125	411	100	370	290	335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.92	0.92	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.84	0.16	1.00	1.61	0.39	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6601	273	1805	2819	686	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.20	0.12	0.30	0.30	0.07	0.15	0.15	0.11	0.06	0.21
Crit Moves:		****		****				****		****		
Green/Cycle:	0.11	0.35	0.35	0.14	0.38	0.38	0.08	0.25	0.25	0.12	0.29	0.29
Volume/Cap:	0.80	0.86	0.59	0.86	0.80	0.80	0.85	0.59	0.59	0.86	0.19	0.72
Delay/Veh:	67.5	36.9	31.1	60.7	32.3	32.3	85.8	37.8	37.8	63.5	29.7	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.5	36.9	31.1	60.7	32.3	32.3	85.8	37.8	37.8	63.5	29.7	40.8
LOS by Move:	E	D	C	E	C	C	F	D	D	E	C	D
HCM2kAvgQ:	7	21	10	10	19	19	7	9	9	9	3	11

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HCM Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	16	Average Delay (sec/veh):	42.5
Optimal Cycle:	103	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	266	2093	492	354	1918	241	327	711	134	538	783	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	2093	492	354	1918	241	327	711	134	538	783	365
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:	266	2093	492	354	1918	241	327	711	134	538	783	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	2093	492	354	1918	241	327	711	134	538	783	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	2093	492	354	1918	241	327	711	134	538	783	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	2093	492	354	1918	241	327	711	134	538	783	365
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.89	0.89	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.52	0.48	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4260	803	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.10	0.28	0.15	0.09	0.17	0.17	0.15	0.15	0.23
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.34	0.34	0.11	0.37	0.37	0.10	0.23	0.23	0.17	0.30	0.30
Volume/Cap:	0.89	0.89	0.89	0.89	0.75	0.40	0.89	0.73	0.73	0.89	0.51	0.76
Delay/Veh:	75.5	38.9	51.4	68.9	31.6	26.2	71.5	41.9	41.9	59.4	32.4	42.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	38.9	51.4	68.9	31.6	26.2	71.5	41.9	41.9	59.4	32.4	42.5
LOS by Move:	E	D	D	E	C	C	E	D	D	E	C	D
HCM2kAvgQ:	7	22	19	9	17	6	9	11	11	12	8	13

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MD Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #10 Madrona Avenue at Torrance Boulevard

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Cycle (sec):	115	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	16	Average Delay (sec/veh):	35.7
Optimal Cycle:	106	Level Of Service:	D

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Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	132	788	174	124	840	255	351	705	150	220	950	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	788	174	124	840	255	351	705	150	220	950	149
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:	132	788	174	124	840	255	351	705	150	220	950	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	788	174	124	840	255	351	705	150	220	950	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	788	174	124	840	255	351	705	150	220	950	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	788	174	124	840	255	351	705	150	220	950	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	2.46	0.54	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.59	0.41
Final Sat.:	3502	4134	913	3502	5187	1615	3502	3610	1615	3502	4394	689
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.04	0.16	0.16	0.10	0.20	0.09	0.06	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.34	0.34	0.06	0.35	0.35	0.13	0.38	0.38	0.08	0.33	0.33
Volume/Cap:	0.72	0.57	0.57	0.56	0.47	0.45	0.77	0.52	0.25	0.76	0.65	0.65
Delay/Veh:	66.9	31.7	31.7	55.6	29.4	29.6	56.1	28.0	24.7	62.7	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	31.7	31.7	55.6	29.4	29.6	56.1	28.0	24.7	62.7	33.8	33.8
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	10	10	3	9	7	8	10	4	6	13	13

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MD Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #11 Madrona Avenue at Carson Street

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Cycle (sec):	105	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	16	Average Delay (sec/veh):	32.9
Optimal Cycle:	100	Level Of Service:	C

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Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	140	644	177	244	530	57	258	650	141	76	503	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	644	177	244	530	57	258	650	141	76	503	126
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:	140	644	177	244	530	57	258	650	141	76	503	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	644	177	244	530	57	258	650	141	76	503	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	644	177	244	530	57	258	650	141	76	503	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	644	177	244	530	57	258	650	141	76	503	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.40	0.60
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	4024	1008
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.11	0.07	0.10	0.04	0.07	0.13	0.09	0.04	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.33	0.33	0.08	0.35	0.35	0.10	0.37	0.37	0.06	0.33	0.33
Volume/Cap:	0.70	0.37	0.33	0.89	0.29	0.10	0.70	0.34	0.23	0.66	0.38	0.38
Delay/Veh:	59.1	26.9	26.7	76.1	24.6	22.9	51.5	23.6	22.7	60.9	26.8	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	26.9	26.7	76.1	24.6	22.9	51.5	23.6	22.7	60.9	26.8	26.8
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	6	4	7	4	1	6	5	3	4	6	6

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PM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	16	Average Delay (sec/veh):	40.7
Optimal Cycle:	98	Level Of Service:	D

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	267	884	76	169	903	112	113	794	181	233	1019	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	267	884	76	169	903	112	113	794	181	233	1019	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	884	76	169	903	112	113	794	181	233	1019	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	267	884	76	169	903	112	113	794	181	233	1019	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	884	76	169	903	112	113	794	181	233	1019	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	267	884	76	169	903	112	113	794	181	233	1019	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.84	0.16	2.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3284	282	3502	3160	392	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.05	0.29	0.29	0.06	0.22	0.11	0.13	0.28	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.33	0.33	0.07	0.31	0.31	0.08	0.30	0.30	0.14	0.36	0.36
Volume/Cap:	0.91	0.81	0.81	0.73	0.91	0.91	0.78	0.73	0.37	0.91	0.78	0.41
Delay/Veh:	75.6	34.9	34.9	56.8	43.8	43.8	68.4	34.0	28.1	75.5	31.5	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	34.9	34.9	56.8	43.8	43.8	68.4	34.0	28.1	75.5	31.5	24.4
LOS by Move:	E	C	C	E	D	D	E	C	C	E	C	C
HCM2kAvgQ:	7	16	16	4	20	20	5	13	5	11	16	6

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PM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	105	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	16	Average Delay (sec/veh):	35.3
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	32	965	145	165	1012	54	28	175	49	302	340	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	965	145	165	1012	54	28	175	49	302	340	231
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	965	145	165	1012	54	28	175	49	302	340	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	965	145	165	1012	54	28	175	49	302	340	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	965	145	165	1012	54	28	175	49	302	340	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	965	145	165	1012	54	28	175	49	302	340	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	0.78	0.22	2.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3400	181	1805	1435	402	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.09	0.09	0.30	0.30	0.02	0.12	0.12	0.09	0.18	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.34	0.34	0.12	0.39	0.39	0.07	0.28	0.28	0.11	0.32	0.32
Volume/Cap:	0.24	0.78	0.26	0.78	0.77	0.77	0.23	0.44	0.44	0.78	0.56	0.45
Delay/Veh:	46.7	34.1	25.1	61.7	30.8	30.8	47.5	31.9	31.9	55.1	30.7	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	34.1	25.1	61.7	30.8	30.8	47.5	31.9	31.9	55.1	30.7	28.9
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	1	16	3	7	17	17	1	6	6	7	9	6

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PM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #3 Anza Avenue at Sepulveda Boulevard

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Cycle (sec):	95	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	16	Average Delay (sec/veh):	38.0
Optimal Cycle:	88	Level Of Service:	D

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Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	165	756	160	209	941	151	158	728	213	253	877	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	756	160	209	941	151	158	728	213	253	877	275
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:	165	756	160	209	941	151	158	728	213	253	877	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	756	160	209	941	151	158	728	213	253	877	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	756	160	209	941	151	158	728	213	253	877	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	756	160	209	941	151	158	728	213	253	877	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3045	489	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.10	0.12	0.31	0.31	0.05	0.20	0.13	0.07	0.24	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.31	0.31	0.14	0.34	0.34	0.07	0.31	0.31	0.08	0.32	0.32
Volume/Cap:	0.90	0.68	0.32	0.85	0.90	0.90	0.68	0.66	0.43	0.90	0.76	0.53
Delay/Veh:	81.2	30.3	25.5	63.5	38.7	38.7	51.5	30.2	27.0	72.2	32.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.2	30.3	25.5	63.5	38.7	38.7	51.5	30.2	27.0	72.2	32.0	27.6
LOS by Move:	F	C	C	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	8	11	4	9	20	20	4	11	5	7	14	7

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PM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Village Court at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.155
Loss Time (sec):	0	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Village Court						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	0	0	1 0	0 1	0	1 0 1	1	0	1 0 1	1	0
Volume Module:												
Base Vol:	0	2	0	36	2	114	80	42	0	0	132	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2	0	36	2	114	80	42	0	0	132	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	0	36	2	114	80	42	0	0	132	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2	0	36	2	114	80	42	0	0	132	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	0	36	2	114	80	42	0	0	132	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2	0	36	2	114	80	42	0	0	132	56
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.02	0.98	1.00	2.00	0.00	1.00	1.40	0.60
Final Sat.:	0	626	0	599	13	736	600	1309	0	613	966	434
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.06	0.15	0.15	0.13	0.03	xxxx	0.00	0.14	0.13
Crit Moves:		****				****	****				****	
Delay/Veh:	0.0	8.5	0.0	8.8	8.1	8.1	9.3	8.1	0.0	0.0	8.5	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	0.0	8.8	8.1	8.1	9.3	8.1	0.0	0.0	8.5	8.1
LOS by Move:	*	A	*	A	A	A	A	A	*	*	A	A
ApproachDel:		8.5			8.2			8.9			8.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.2			8.9			8.4	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.2	0.1

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PM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #5 Del Amo Circle at Carson Street

Average Delay (sec/veh): 3.9 Worst Case Level Of Service: D[25.1]

Street Name:	Del Amo Circle						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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 2			1 0 1 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	22	2	16	62	3	170	58	511	3	8	690	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	2	16	62	3	170	58	511	3	8	690	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	2	16	62	3	170	58	511	3	8	690	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	2	16	62	3	170	58	511	3	8	690	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	2	16	62	3	170	58	511	3	8	690	70
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	991	1405	257	1079	1336	345	760	xxxx	xxxxx	514	xxxx	xxxxx
Potent Cap.:	203	141	748	176	155	657	861	xxxx	xxxxx	1062	xxxx	xxxxx
Move Cap.:	140	130	748	160	143	657	861	xxxx	xxxxx	1062	xxxx	xxxxx
Volume/Cap:	0.16	0.02	0.02	0.39	0.02	0.26	0.07	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.5	0.0	0.1	1.7	0.1	1.0	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	35.5	33.1	9.9	41.0	30.7	12.4	9.5	xxxx	xxxxx	8.4	xxxx	xxxxx
LOS by Move:	E	D	A	E	D	B	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	25.1			20.2			xxxxxx			xxxxxx		
ApproachLOS:	D			C			*			*		

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

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PM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.912
Loss Time (sec):	16	Average Delay (sec/veh):	44.0
Optimal Cycle:	129	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
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:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	2020	243	308	2007	255	349	1023	438	380	1072	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.15	0.09	0.29	0.16	0.10	0.20	0.27	0.11	0.21	0.13
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.36	0.36	0.10	0.34	0.34	0.11	0.29	0.29	0.11	0.29	0.29
Volume/Cap:	0.94	0.82	0.42	0.92	0.86	0.47	0.93	0.69	0.94	0.94	0.70	0.44
Delay/Veh:	78.9	34.5	27.3	78.5	37.7	29.4	77.0	36.2	66.4	79.1	36.0	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	34.5	27.3	78.5	37.7	29.4	77.0	36.2	66.4	79.1	36.0	32.1
LOS by Move:	E	C	C	E	D	C	E	D	E	E	D	C
HCM2kAvgQ:	10	19	6	8	20	7	9	12	19	10	13	6

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PM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #7 Hawthorne Boulevard at Del Amo Circle

****

Cycle (sec):	120	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	12	Average Delay (sec/veh):	17.0
Optimal Cycle:	80	Level Of Service:	B

****

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3	1 0	2 0	4	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	59	2623	13	75	2702	106	121	6	96	55	24	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:	59	2623	13	75	2702	106	121	6	96	55	24	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:	59	2623	13	75	2702	106	121	6	96	55	24	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:	59	2623	13	75	2702	106	121	6	96	55	24	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	2623	13	75	2702	106	121	6	96	55	24	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:	59	2623	13	75	2702	106	121	6	96	55	24	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.61	0.82	0.82	0.69	0.83	0.83
Lanes:	1.00	3.98	0.02	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6875	34	3502	6916	1615	1161	1550	1550	1302	1572	1572
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.02	0.39	0.07	0.10	0.00	0.06	0.04	0.02	0.09
Crit Moves:	****				****		****					
Green/Cycle:	0.05	0.61	0.61	0.08	0.64	0.64	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.61	0.62	0.62	0.27	0.61	0.10	0.50	0.02	0.30	0.20	0.07	0.45
Delay/Veh:	66.6	14.9	14.9	52.4	13.1	8.4	43.6	37.8	40.6	39.6	38.2	42.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	14.9	14.9	52.4	13.1	8.4	43.6	37.8	40.6	39.6	38.2	42.3
LOS by Move:	E	B	B	D	B	A	D	D	D	D	D	D
HCM2kAvgQ:	3	17	17	2	16	1	5	0	3	2	1	5

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PM Cumulative
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	115	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	16	Average Delay (sec/veh):	44.1
Optimal Cycle:	119	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	128	2182	352	484	2352	62	119	559	92	432	576	370
Growth Adj:	1.00	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	2182	352	484	2352	62	119	559	92	432	576	370
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	2182	352	484	2352	62	119	559	92	432	576	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2182	352	484	2352	62	119	559	92	432	576	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2182	352	484	2352	62	119	559	92	432	576	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	2182	352	484	2352	62	119	559	92	432	576	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.91	0.91	0.95	0.93	0.93	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.90	0.10	1.00	1.72	0.28	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6711	177	1805	3035	499	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.22	0.14	0.35	0.35	0.07	0.18	0.18	0.12	0.11	0.23
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.34	0.34	0.15	0.41	0.41	0.08	0.23	0.23	0.13	0.29	0.29
Volume/Cap:	0.86	0.92	0.64	0.92	0.86	0.86	0.82	0.78	0.78	0.92	0.39	0.80
Delay/Veh:	87.6	42.9	34.3	70.0	33.7	33.7	80.6	46.2	46.2	72.9	33.0	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	42.9	34.3	70.0	33.7	33.7	80.6	46.2	46.2	72.9	33.0	47.1
LOS by Move:	F	D	C	E	C	C	F	D	D	E	C	D
HCM2kAvgQ:	7	24	11	12	24	24	6	13	13	11	6	14

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PM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

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Cycle (sec):	115	Critical Vol./Cap.(X):	0.975
Loss Time (sec):	16	Average Delay (sec/veh):	47.8
Optimal Cycle:	176	Level Of Service:	D

****

Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	277	2105	586	400	2213	331	301	903	115	568	969	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	2105	586	400	2213	331	301	903	115	568	969	244
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:	277	2105	586	400	2213	331	301	903	115	568	969	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	2105	586	400	2213	331	301	903	115	568	969	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	2105	586	400	2213	331	301	903	115	568	969	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	2105	586	400	2213	331	301	903	115	568	969	244
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.89	0.89	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.66	0.34	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4523	576	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.36	0.11	0.32	0.20	0.09	0.20	0.20	0.16	0.19	0.15
Crit Moves:			****	****				****		****		
Green/Cycle:	0.10	0.37	0.37	0.11	0.39	0.39	0.10	0.22	0.22	0.16	0.28	0.28
Volume/Cap:	0.83	0.83	0.99	0.99	0.83	0.53	0.89	0.92	0.92	0.99	0.66	0.53
Delay/Veh:	67.1	35.8	71.7	93.9	34.3	28.2	74.9	56.0	56.0	83.9	37.4	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	35.8	71.7	93.9	34.3	28.2	74.9	56.0	56.0	83.9	37.4	35.9
LOS by Move:	E	D	E	F	C	C	E	E	E	F	D	D
HCM2kAvgQ:	7	21	27	12	21	9	8	17	17	15	12	8

****

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PM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #10 Madrona Avenue at Torrance Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	16	Average Delay (sec/veh):	40.6
Optimal Cycle:	106	Level Of Service:	D

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	145	1069	186	221	1283	331	384	969	253	335	1100	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1069	186	221	1283	331	384	969	253	335	1100	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1069	186	221	1283	331	384	969	253	335	1100	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1069	186	221	1283	331	384	969	253	335	1100	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1069	186	221	1283	331	384	969	253	335	1100	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1069	186	221	1283	331	384	969	253	335	1100	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	2.56	0.44	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.66	0.34
Final Sat.:	3502	4321	752	3502	5187	1615	3502	3610	1615	3502	4527	572
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.06	0.25	0.20	0.11	0.27	0.16	0.10	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.33	0.33	0.07	0.35	0.35	0.13	0.35	0.35	0.12	0.33	0.33
Volume/Cap:	0.79	0.76	0.76	0.85	0.71	0.59	0.84	0.78	0.45	0.83	0.74	0.74
Delay/Veh:	74.7	36.8	36.8	75.6	33.8	32.4	61.9	36.8	29.8	63.3	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	36.8	36.8	75.6	33.8	32.4	61.9	36.8	29.8	63.3	35.8	35.8
LOS by Move:	E	D	D	E	C	C	E	D	C	E	D	D
HCM2kAvgQ:	4	16	16	6	15	10	9	18	7	8	15	15

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PM Cumulative
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	16	Average Delay (sec/veh):	34.6
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	144	804	104	409	1139	280	280	1033	168	78	894	137
Growth Adj:	1.00	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	804	104	409	1139	280	280	1033	168	78	894	137
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	804	104	409	1139	280	280	1033	168	78	894	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	804	104	409	1139	280	280	1033	168	78	894	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	804	104	409	1139	280	280	1033	168	78	894	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	804	104	409	1139	280	280	1033	168	78	894	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.60	0.40
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	4408	675
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.06	0.12	0.22	0.17	0.08	0.20	0.10	0.04	0.20	0.20
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.28	0.28	0.15	0.37	0.37	0.10	0.36	0.36	0.06	0.32	0.32
Volume/Cap:	0.68	0.55	0.23	0.77	0.59	0.47	0.77	0.55	0.29	0.70	0.64	0.64
Delay/Veh:	59.4	34.0	30.6	51.8	28.2	26.8	58.0	28.5	25.4	68.6	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	34.0	30.6	51.8	28.2	26.8	58.0	28.5	25.4	68.6	32.9	32.9
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	9	3	9	12	7	7	10	4	4	12	12

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APPENDIX F-II

YEAR 2018 WITH PROJECT TRAFFIC CONDITIONS (HCM METHODOLOGY)

AM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	16	Average Delay (sec/veh):	34.8
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	240	844	146	139	657	136	157	989	216	92	723	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	844	146	139	657	136	157	989	216	92	723	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	844	146	139	657	136	157	989	216	92	723	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	844	146	139	657	136	157	989	216	92	723	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	844	146	139	657	136	157	989	216	92	723	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	844	146	139	657	136	157	989	216	92	723	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.71	0.29	2.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3010	521	3502	2913	603	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.04	0.23	0.23	0.09	0.27	0.13	0.05	0.20	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.10	0.35	0.35	0.07	0.33	0.33	0.13	0.35	0.35	0.07	0.29	0.29
Volume/Cap:	0.69	0.79	0.79	0.56	0.69	0.69	0.69	0.79	0.39	0.74	0.69	0.29
Delay/Veh:	49.5	32.5	32.5	47.8	31.2	31.2	50.7	33.0	25.1	66.0	33.6	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	32.5	32.5	47.8	31.2	31.2	50.7	33.0	25.1	66.0	33.6	27.9
LOS by Move:	D	C	C	D	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	16	16	3	12	12	6	16	5	4	11	3

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AM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	16	Average Delay (sec/veh):	31.4
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	22	957	288	190	804	23	28	306	65	110	166	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	957	288	190	804	23	28	306	65	110	166	141
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:	22	957	288	190	804	23	28	306	65	110	166	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	957	288	190	804	23	28	306	65	110	166	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	957	288	190	804	23	28	306	65	110	166	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	957	288	190	804	23	28	306	65	110	166	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.95	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3496	100	1805	1526	324	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.18	0.11	0.23	0.23	0.02	0.20	0.20	0.03	0.09	0.09
Crit Moves:		****		****				****		****		
Green/Cycle:	0.10	0.35	0.35	0.14	0.39	0.39	0.06	0.29	0.29	0.06	0.29	0.29
Volume/Cap:	0.12	0.76	0.51	0.76	0.59	0.59	0.26	0.69	0.69	0.52	0.30	0.30
Delay/Veh:	41.5	31.3	26.4	53.7	24.7	24.7	46.1	35.4	35.4	48.0	27.9	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	31.3	26.4	53.7	24.7	24.7	46.1	35.4	35.4	48.0	27.9	28.0
LOS by Move:	D	C	C	D	C	C	D	D	D	D	C	C
HCM2kAvgQ:	1	15	7	7	11	11	1	11	11	2	4	3

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AM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	16	Average Delay (sec/veh):	35.2
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	110	758	243	210	702	77	258	891	235	220	622	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	758	243	210	702	77	258	891	235	220	622	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	758	243	210	702	77	258	891	235	220	622	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	758	243	210	702	77	258	891	235	220	622	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	758	243	210	702	77	258	891	235	220	622	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	758	243	210	702	77	258	891	235	220	622	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.80	0.20	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3204	351	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.15	0.12	0.22	0.22	0.07	0.25	0.15	0.06	0.17	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.29	0.29	0.13	0.33	0.33	0.11	0.34	0.34	0.07	0.31	0.31
Volume/Cap:	0.67	0.73	0.52	0.91	0.67	0.67	0.67	0.72	0.42	0.88	0.56	0.45
Delay/Veh:	52.4	33.0	29.3	76.8	29.2	29.2	45.3	29.2	24.5	72.6	28.4	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	33.0	29.3	76.8	29.2	29.2	45.3	29.2	24.5	72.6	28.4	27.2
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	12	6	9	11	11	5	13	5	6	8	5

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AM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #4 Village Court at Del Amo Circle

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.123
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	Village Court						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1	0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	2	0	34	1	23	83	94	0	0	36	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2	0	34	1	23	83	94	0	0	36	11
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	2	0	34	1	23	83	94	0	0	36	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2	0	34	1	23	83	94	0	0	36	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	0	34	1	23	83	94	0	0	36	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2	0	34	1	23	83	94	0	0	36	11
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.04	0.96	1.00	2.00	0.00	1.00	1.53	0.47
Final Sat.:	0	679	0	629	33	757	675	1489	0	634	1093	348
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.05	0.03	0.03	0.12	0.06	xxxx	0.00	0.03	0.03
Crit Moves:		****		****			****				****	
Delay/Veh:	0.0	8.1	0.0	8.5	7.2	7.2	8.7	7.8	0.0	0.0	7.8	7.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0	8.5	7.2	7.2	8.7	7.8	0.0	0.0	7.8	7.5
LOS by Move:	*	A	*	A	A	A	A	A	*	*	A	A
ApproachDel:		8.1			8.0			8.2			7.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.1			8.0			8.2			7.7	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0

****

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AM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #5 Del Amo Circle at Carson Street

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[17.9]

Street Name:	Del Amo Circle									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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1	0 2		1 0 1	0 1		1 0 1	1 0		1 0 2	0 1	
Volume Module:												
Base Vol:	1	0	2	20	2	37	96	730	12	10	428	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	0	2	20	2	37	96	730	12	10	428	50
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:	1	0	2	20	2	37	96	730	12	10	428	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	2	20	2	37	96	730	12	10	428	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	0	2	20	2	37	96	730	12	10	428	50
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1163	1426	371	1005	1382	214	478	xxxx	xxxxx	742	xxxx	xxxxx
Potent Cap.:	152	137	632	199	145	797	1095	xxxx	xxxxx	874	xxxx	xxxxx
Move Cap.:	133	123	632	183	131	797	1095	xxxx	xxxxx	874	xxxx	xxxxx
Volume/Cap:	0.01	0.00	0.00	0.11	0.02	0.05	0.09	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	0.0	0.4	0.0	0.1	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	32.3	xxxx	10.7	27.1	32.9	9.7	8.6	xxxx	xxxxx	9.2	xxxx	xxxxx
LOS by Move:	D	*	B	D	D	A	A	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.9			16.4			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

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AM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	16	Average Delay (sec/veh):	35.8
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	338	1855	239	223	1716	219	280	935	183	293	910	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	338	1855	239	223	1716	219	280	935	183	293	910	115
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:	338	1855	239	223	1716	219	280	935	183	293	910	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	1855	239	223	1716	219	280	935	183	293	910	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	1855	239	223	1716	219	280	935	183	293	910	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	1855	239	223	1716	219	280	935	183	293	910	115
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.15	0.06	0.25	0.14	0.08	0.18	0.11	0.08	0.18	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.39	0.39	0.07	0.35	0.35	0.09	0.29	0.29	0.09	0.29	0.29
Volume/Cap:	0.84	0.68	0.38	0.87	0.70	0.38	0.84	0.62	0.39	0.92	0.61	0.25
Delay/Veh:	60.4	27.1	23.0	74.1	30.2	25.9	64.1	33.1	30.4	78.1	33.3	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	27.1	23.0	74.1	30.2	25.9	64.1	33.1	30.4	78.1	33.3	29.1
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	8	14	6	6	14	5	7	10	5	8	10	3

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Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	120	Critical Vol./Cap.(X):	0.459
Loss Time (sec):	12	Average Delay (sec/veh):	14.5
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	62	2498	8	21	2032	136	64	0	42	13	2	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	2498	8	21	2032	136	64	0	42	13	2	24
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:	62	2498	8	21	2032	136	64	0	42	13	2	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	2498	8	21	2032	136	64	0	42	13	2	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	2498	8	21	2032	136	64	0	42	13	2	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	2498	8	21	2032	136	64	0	42	13	2	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.75	0.95	0.81	0.73	0.82	0.82
Lanes:	1.00	3.99	0.01	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6894	22	3502	6916	1615	1417	1805	1534	1391	1556	1556
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.01	0.29	0.08	0.05	0.00	0.03	0.01	0.00	0.02
Crit Moves:		****		****			****					
Green/Cycle:	0.10	0.64	0.64	0.05	0.59	0.59	0.21	0.00	0.21	0.21	0.21	0.21
Volume/Cap:	0.34	0.56	0.56	0.12	0.50	0.14	0.22	0.00	0.13	0.04	0.01	0.07
Delay/Veh:	51.4	12.3	12.3	54.8	14.3	11.0	39.8	0.0	38.8	38.0	37.7	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	12.3	12.3	54.8	14.3	11.0	39.8	0.0	38.8	38.0	37.7	38.3
LOS by Move:	D	B	B	D	B	B	D	A	D	D	D	D
HCM2kAvgQ:	2	14	14	0	12	2	2	0	1	0	0	1

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Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	95	Critical Vol./Cap.(X):	0.734
Loss Time (sec):	16	Average Delay (sec/veh):	29.9
Optimal Cycle:	87	Level Of Service:	C

Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	129	2238	239	172	1778	118	105	595	68	180	348	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	2238	239	172	1778	118	105	595	68	180	348	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	2238	239	172	1778	118	105	595	68	180	348	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	2238	239	172	1778	118	105	595	68	180	348	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	2238	239	172	1778	118	105	595	68	180	348	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	2238	239	172	1778	118	105	595	68	180	348	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.94	0.94	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.75	0.25	1.00	1.79	0.21	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6427	427	1805	3191	365	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.15	0.05	0.28	0.28	0.06	0.19	0.19	0.05	0.07	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.42	0.42	0.06	0.39	0.39	0.06	0.28	0.28	0.07	0.29	0.29
Volume/Cap:	0.81	0.77	0.35	0.77	0.71	0.71	0.91	0.66	0.66	0.77	0.23	0.40
Delay/Veh:	67.3	25.2	19.2	59.4	25.1	25.1	101.5	31.5	31.5	58.6	26.0	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	25.2	19.2	59.4	25.1	25.1	101.5	31.5	31.5	58.6	26.0	27.8
LOS by Move:	E	C	B	E	C	C	F	C	C	E	C	C
HCM2kAvgQ:	6	17	5	4	14	14	6	10	10	5	3	5

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Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.854
Loss Time (sec):	16	Average Delay (sec/veh):	38.2
Optimal Cycle:	103	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	132	1925	375	184	1573	168	373	1150	109	515	956	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:	132	1925	375	184	1573	168	373	1150	109	515	956	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:	132	1925	375	184	1573	168	373	1150	109	515	956	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:	132	1925	375	184	1573	168	373	1150	109	515	956	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1925	375	184	1573	168	373	1150	109	515	956	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:	132	1925	375	184	1573	168	373	1150	109	515	956	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.90	0.90	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.74	0.26	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4676	443	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.23	0.05	0.23	0.10	0.11	0.25	0.25	0.15	0.18	0.22
Crit Moves:		****		****				****		****		
Green/Cycle:	0.06	0.34	0.34	0.06	0.34	0.34	0.12	0.28	0.28	0.17	0.32	0.32
Volume/Cap:	0.66	0.81	0.68	0.88	0.66	0.30	0.86	0.88	0.88	0.88	0.57	0.68
Delay/Veh:	56.1	33.6	32.9	81.6	29.9	25.5	60.9	43.1	43.1	57.5	30.1	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.1	33.6	32.9	81.6	29.9	25.5	60.9	43.1	43.1	57.5	30.1	34.7
LOS by Move:	E	C	C	F	C	C	E	D	D	E	C	C
HCM2kAvgQ:	3	18	11	5	13	4	9	18	18	12	10	11

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Intersection #10 Madrona Avenue at Torrance Boulevard

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Cycle (sec):	115	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	16	Average Delay (sec/veh):	37.0
Optimal Cycle:	106	Level Of Service:	D

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Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	212	1171	125	153	1019	319	301	832	107	191	912	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	1171	125	153	1019	319	301	832	107	191	912	128
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:	212	1171	125	153	1019	319	301	832	107	191	912	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1171	125	153	1019	319	301	832	107	191	912	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1171	125	153	1019	319	301	832	107	191	912	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	1171	125	153	1019	319	301	832	107	191	912	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	2.71	0.29	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.63	0.37
Final Sat.:	3502	4621	493	3502	5187	1615	3502	3610	1615	3502	4467	627
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.04	0.20	0.20	0.09	0.23	0.07	0.05	0.20	0.20
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.36	0.36	0.07	0.35	0.35	0.11	0.37	0.37	0.07	0.33	0.33
Volume/Cap:	0.80	0.71	0.71	0.65	0.56	0.57	0.80	0.63	0.18	0.78	0.62	0.62
Delay/Veh:	68.3	33.2	33.2	58.9	30.9	31.9	61.9	30.8	24.8	67.4	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	33.2	33.2	58.9	30.9	31.9	61.9	30.8	24.8	67.4	33.1	33.1
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	6	15	15	4	11	10	7	13	3	5	12	12

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Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.432
Loss Time (sec):	16	Average Delay (sec/veh):	29.2
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	101	1078	156	207	772	104	139	716	50	75	566	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1078	156	207	772	104	139	716	50	75	566	163
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:	101	1078	156	207	772	104	139	716	50	75	566	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1078	156	207	772	104	139	716	50	75	566	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1078	156	207	772	104	139	716	50	75	566	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	1078	156	207	772	104	139	716	50	75	566	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.33	0.67
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	3890	1120
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.10	0.06	0.15	0.06	0.04	0.14	0.03	0.04	0.15	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.36	0.36	0.07	0.37	0.37	0.06	0.35	0.35	0.06	0.35	0.35
Volume/Cap:	0.48	0.58	0.27	0.85	0.40	0.17	0.66	0.39	0.09	0.69	0.42	0.42
Delay/Veh:	47.2	26.3	22.9	69.2	23.5	21.4	53.6	24.7	21.9	63.6	24.9	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	26.3	22.9	69.2	23.5	21.4	53.6	24.7	21.9	63.6	24.9	24.9
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	2	10	3	6	6	2	3	6	1	4	6	6

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Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	16	Average Delay (sec/veh):	31.4
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	204	596	102	143	509	113	112	770	176	138	847	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	596	102	143	509	113	112	770	176	138	847	183
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:	204	596	102	143	509	113	112	770	176	138	847	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	596	102	143	509	113	112	770	176	138	847	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	596	102	143	509	113	112	770	176	138	847	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	596	102	143	509	113	112	770	176	138	847	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.71	0.29	2.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3015	516	3502	2874	638	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.04	0.18	0.18	0.06	0.21	0.11	0.08	0.23	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.34	0.34	0.07	0.32	0.32	0.08	0.32	0.32	0.11	0.35	0.35
Volume/Cap:	0.67	0.59	0.59	0.61	0.56	0.56	0.82	0.67	0.34	0.67	0.66	0.32
Delay/Veh:	48.0	27.0	27.0	47.7	27.7	27.7	73.9	29.9	25.3	49.0	27.3	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	27.0	27.0	47.7	27.7	27.7	73.9	29.9	25.3	49.0	27.3	22.7
LOS by Move:	D	C	C	D	C	C	E	C	C	D	C	C
HCM2kAvgQ:	4	9	9	3	8	8	5	11	4	5	12	4

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Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.520
Loss Time (sec):	16	Average Delay (sec/veh):	29.2
Optimal Cycle:	86	Level Of Service:	C

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	21	727	185	164	610	25	11	135	29	162	129	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	727	185	164	610	25	11	135	29	162	129	163
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:	21	727	185	164	610	25	11	135	29	162	129	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	727	185	164	610	25	11	135	29	162	129	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	727	185	164	610	25	11	135	29	162	129	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	727	185	164	610	25	11	135	29	162	129	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	0.82	0.18	2.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3447	141	1805	1522	327	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.11	0.09	0.18	0.18	0.01	0.09	0.09	0.05	0.07	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.32	0.32	0.11	0.35	0.35	0.07	0.32	0.32	0.07	0.32	0.32
Volume/Cap:	0.13	0.62	0.36	0.82	0.51	0.51	0.09	0.28	0.28	0.69	0.21	0.31
Delay/Veh:	38.4	27.0	23.8	61.5	23.7	23.7	39.8	22.9	22.9	49.8	22.4	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	27.0	23.8	61.5	23.7	23.7	39.8	22.9	22.9	49.8	22.4	23.3
LOS by Move:	D	C	C	E	C	C	D	C	C	D	C	C
HCM2kAvgQ:	1	10	4	7	8	8	0	3	3	4	3	4

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Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	95	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	16	Average Delay (sec/veh):	30.9
Optimal Cycle:	88	Level Of Service:	C

Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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 1	1 0		2 0 2	0 1		2 0 2	0 1	
Volume Module:												
Base Vol:	146	543	166	136	479	114	174	550	129	172	635	227
Growth Adj:	1.00	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	543	166	136	479	114	174	550	129	172	635	227
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	543	166	136	479	114	174	550	129	172	635	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	543	166	136	479	114	174	550	129	172	635	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	543	166	136	479	114	174	550	129	172	635	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	543	166	136	479	114	174	550	129	172	635	227
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.92	0.92	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	2831	674	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.10	0.08	0.17	0.17	0.05	0.15	0.08	0.05	0.18	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.12	0.35	0.35	0.10	0.33	0.33	0.08	0.32	0.32	0.07	0.31	0.31
Volume/Cap:	0.65	0.43	0.29	0.75	0.52	0.52	0.65	0.48	0.25	0.75	0.58	0.46
Delay/Veh:	46.4	23.9	22.7	57.7	26.4	26.4	48.4	26.5	24.4	56.7	28.6	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	23.9	22.7	57.7	26.4	26.4	48.4	26.5	24.4	56.7	28.6	27.4
LOS by Move:	D	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	5	7	4	6	8	8	4	7	3	4	9	6

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Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

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Intersection #4 Village Court at Del Amo Circle

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.121
Loss Time (sec):	0	Average Delay (sec/veh):	8.1
Optimal Cycle:	0	Level Of Service:	A

****

Street Name:	Village Court						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	2	0	37	4	62	78	77	0	0	50	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2	0	37	4	62	78	77	0	0	50	40
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	2	0	37	4	62	78	77	0	0	50	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2	0	37	4	62	78	77	0	0	50	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	0	37	4	62	78	77	0	0	50	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2	0	37	4	62	78	77	0	0	50	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.06	0.94	1.00	2.00	0.00	1.00	1.11	0.89
Final Sat.:	0	661	0	621	47	730	644	1415	0	623	768	688
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.06	0.08	0.08	0.12	0.05	xxxx	0.00	0.07	0.06
Crit Moves:		****			****		****				****	
Delay/Veh:	0.0	8.2	0.0	8.6	7.5	7.5	8.9	7.9	0.0	0.0	8.1	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	8.6	7.5	7.5	8.9	7.9	0.0	0.0	8.1	7.4
LOS by Move:	*	A	*	A	A	A	A	A	*	*	A	A
ApproachDel:		8.2			7.9			8.4			7.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.2			7.9			8.4			7.8	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.1

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

Intersection #5 Del Amo Circle at Carson Street

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[17.2]

Street Name:	Del Amo Circle						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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 2			1 0 1 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	9	5	10	27	2	74	83	446	13	11	387	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	5	10	27	2	74	83	446	13	11	387	73
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:	9	5	10	27	2	74	83	446	13	11	387	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	5	10	27	2	74	83	446	13	11	387	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	5	10	27	2	74	83	446	13	11	387	73
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	835	1101	230	801	1034	194	460	xxxx	xxxxx	459	xxxx	xxxxx
Potent Cap.:	264	214	779	279	234	822	1112	xxxx	xxxxx	1113	xxxx	xxxxx
Move Cap.:	223	196	779	253	214	822	1112	xxxx	xxxxx	1113	xxxx	xxxxx
Volume/Cap:	0.04	0.03	0.01	0.11	0.01	0.09	0.07	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	0.1	0.0	0.4	0.0	0.3	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	21.8	23.9	9.7	20.9	21.9	9.8	8.5	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	C	C	A	C	C	A	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.2			13.0			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

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

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	16	Average Delay (sec/veh):	41.6
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	455	1844	292	304	1711	250	327	805	402	355	815	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	1844	292	304	1711	250	327	805	402	355	815	238
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:	455	1844	292	304	1711	250	327	805	402	355	815	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	455	1844	292	304	1711	250	327	805	402	355	815	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	1844	292	304	1711	250	327	805	402	355	815	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	455	1844	292	304	1711	250	327	805	402	355	815	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.18	0.09	0.25	0.15	0.09	0.16	0.25	0.10	0.16	0.15
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.38	0.38	0.10	0.34	0.34	0.10	0.27	0.27	0.11	0.27	0.27
Volume/Cap:	0.91	0.70	0.48	0.86	0.74	0.46	0.91	0.58	0.93	0.95	0.58	0.54
Delay/Veh:	67.1	29.8	26.5	68.1	33.4	29.3	75.1	35.5	65.2	82.1	35.1	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	29.8	26.5	68.1	33.4	29.3	75.1	35.5	65.2	82.1	35.1	35.5
LOS by Move:	E	C	C	E	C	C	E	D	E	F	D	D
HCM2kAvgQ:	11	15	8	8	15	7	9	9	17	10	9	7

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Intersection #7 Hawthorne Boulevard at Del Amo Circle

Cycle (sec):	120	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	12	Average Delay (sec/veh):	18.6
Optimal Cycle:	80	Level Of Service:	B

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	126	2502	20	124	2347	143	142	5	142	34	13	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	2502	20	124	2347	143	142	5	142	34	13	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	2502	20	124	2347	143	142	5	142	34	13	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	2502	20	124	2347	143	142	5	142	34	13	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	2502	20	124	2347	143	142	5	142	34	13	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	2502	20	124	2347	143	142	5	142	34	13	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.69	0.81	0.81	0.65	0.83	0.83
Lanes:	1.00	3.97	0.03	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6854	55	3502	6916	1615	1307	1543	1543	1226	1570	1570
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.04	0.34	0.09	0.11	0.00	0.09	0.03	0.01	0.05
Crit Moves:		****		****			****					
Green/Cycle:	0.12	0.63	0.63	0.06	0.57	0.57	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.59	0.58	0.58	0.58	0.59	0.15	0.52	0.02	0.44	0.13	0.04	0.26
Delay/Veh:	54.6	13.1	13.1	58.7	16.7	12.0	44.0	37.7	42.4	38.9	37.9	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	13.1	13.1	58.7	16.7	12.0	44.0	37.7	42.4	38.9	37.9	40.1
LOS by Move:	D	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	15	15	3	15	2	5	0	5	1	0	3

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Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	16	Average Delay (sec/veh):	42.2
Optimal Cycle:	92	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	196	2106	328	427	2009	129	155	421	135	370	301	342
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	2106	328	427	2009	129	155	421	135	370	301	342
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:	196	2106	328	427	2009	129	155	421	135	370	301	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	2106	328	427	2009	129	155	421	135	370	301	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	2106	328	427	2009	129	155	421	135	370	301	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	2106	328	427	2009	129	155	421	135	370	301	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.92	0.92	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.76	0.24	1.00	1.51	0.49	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6440	414	1805	2635	845	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.20	0.12	0.31	0.31	0.09	0.16	0.16	0.11	0.06	0.21
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.35	0.35	0.14	0.36	0.36	0.09	0.25	0.25	0.12	0.27	0.27
Volume/Cap:	0.86	0.87	0.58	0.87	0.86	0.86	0.90	0.65	0.65	0.87	0.21	0.78
Delay/Veh:	73.9	37.4	30.8	62.2	35.9	35.9	91.6	39.1	39.1	65.4	31.1	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	37.4	30.8	62.2	35.9	35.9	91.6	39.1	39.1	65.4	31.1	45.8
LOS by Move:	E	D	C	E	D	D	F	D	D	E	C	D
HCM2kAvgQ:	9	21	10	10	21	21	8	10	10	9	3	13

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Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

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Cycle (sec):	110	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	16	Average Delay (sec/veh):	43.6
Optimal Cycle:	108	Level Of Service:	D

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Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	266	2147	492	374	1962	241	327	711	134	538	783	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	2147	492	374	1962	241	327	711	134	538	783	390
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:	266	2147	492	374	1962	241	327	711	134	538	783	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	2147	492	374	1962	241	327	711	134	538	783	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	2147	492	374	1962	241	327	711	134	538	783	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	2147	492	374	1962	241	327	711	134	538	783	390
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.89	0.89	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.52	0.48	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4260	803	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.30	0.11	0.28	0.15	0.09	0.17	0.17	0.15	0.15	0.24
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.34	0.34	0.12	0.37	0.37	0.10	0.23	0.23	0.17	0.29	0.29
Volume/Cap:	0.88	0.91	0.89	0.91	0.76	0.40	0.90	0.73	0.73	0.91	0.52	0.83
Delay/Veh:	73.9	40.4	51.1	71.8	31.7	25.9	73.3	41.9	41.9	63.1	32.7	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	40.4	51.1	71.8	31.7	25.9	73.3	41.9	41.9	63.1	32.7	47.7
LOS by Move:	E	D	D	E	C	C	E	D	D	E	C	D
HCM2kAvgQ:	7	23	19	10	17	6	9	11	11	13	8	15

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MD Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #10 Madrona Avenue at Torrance Boulevard

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Cycle (sec):	115	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	16	Average Delay (sec/veh):	35.8
Optimal Cycle:	106	Level Of Service:	D

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Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	132	788	174	124	840	262	356	730	150	220	980	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	788	174	124	840	262	356	730	150	220	980	149
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:	132	788	174	124	840	262	356	730	150	220	980	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	788	174	124	840	262	356	730	150	220	980	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	788	174	124	840	262	356	730	150	220	980	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	788	174	124	840	262	356	730	150	220	980	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.89	0.89
Lanes:	2.00	2.46	0.54	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.60	0.40
Final Sat.:	3502	4134	913	3502	5187	1615	3502	3610	1615	3502	4412	671
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.04	0.16	0.16	0.10	0.20	0.09	0.06	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.34	0.34	0.06	0.35	0.35	0.13	0.38	0.38	0.08	0.33	0.33
Volume/Cap:	0.72	0.57	0.57	0.56	0.47	0.47	0.78	0.53	0.25	0.76	0.67	0.67
Delay/Veh:	66.9	31.7	31.7	55.6	29.4	29.8	56.8	28.3	24.7	62.7	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.9	31.7	31.7	55.6	29.4	29.8	56.8	28.3	24.7	62.7	34.2	34.2
LOS by Move:	E	C	C	E	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	10	10	3	9	7	8	11	4	6	13	13

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MD Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #11 Madrona Avenue at Carson Street

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Cycle (sec):	105	Critical Vol./Cap.(X):	0.406
Loss Time (sec):	16	Average Delay (sec/veh):	32.9
Optimal Cycle:	100	Level Of Service:	C

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Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	140	644	177	244	530	57	258	665	141	76	521	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	644	177	244	530	57	258	665	141	76	521	126
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:	140	644	177	244	530	57	258	665	141	76	521	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	644	177	244	530	57	258	665	141	76	521	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	644	177	244	530	57	258	665	141	76	521	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	644	177	244	530	57	258	665	141	76	521	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.88	0.88
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.42	0.58
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	4056	981
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.11	0.07	0.10	0.04	0.07	0.13	0.09	0.04	0.13	0.13
Crit Moves:	****				****		****				****	
Green/Cycle:	0.06	0.33	0.33	0.08	0.35	0.35	0.10	0.37	0.37	0.06	0.33	0.33
Volume/Cap:	0.70	0.37	0.33	0.89	0.29	0.10	0.70	0.34	0.23	0.66	0.39	0.39
Delay/Veh:	59.1	26.9	26.7	76.1	24.6	22.9	51.5	23.7	22.7	60.9	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	26.9	26.7	76.1	24.6	22.9	51.5	23.7	22.7	60.9	26.9	26.9
LOS by Move:	E	C	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	4	6	4	7	4	1	6	6	3	4	6	6

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PM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #1 Anza Avenue at Torrance Boulevard

Cycle (sec):	105	Critical Vol./Cap.(X):	0.845
Loss Time (sec):	16	Average Delay (sec/veh):	41.2
Optimal Cycle:	100	Level Of Service:	D

Street Name:	Anza Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	30	30	6	30	30	6	30	30	6	28	28
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 1	0	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	276	893	76	169	912	112	113	794	190	233	1019	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	893	76	169	912	112	113	794	190	233	1019	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	893	76	169	912	112	113	794	190	233	1019	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	893	76	169	912	112	113	794	190	233	1019	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	893	76	169	912	112	113	794	190	233	1019	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	893	76	169	912	112	113	794	190	233	1019	238
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.92	0.93	0.93	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	2.00	1.84	0.16	2.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	3287	280	3502	3164	389	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.05	0.29	0.29	0.06	0.22	0.12	0.13	0.28	0.15
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.35	0.35	0.07	0.33	0.33	0.08	0.29	0.29	0.15	0.35	0.35
Volume/Cap:	0.88	0.78	0.78	0.70	0.88	0.88	0.80	0.77	0.41	0.88	0.80	0.42
Delay/Veh:	71.5	34.2	34.2	56.3	41.7	41.7	74.0	37.9	31.0	71.4	34.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	34.2	34.2	56.3	41.7	41.7	74.0	37.9	31.0	71.4	34.2	26.2
LOS by Move:	E	C	C	E	D	D	E	D	C	E	C	C
HCM2kAvgQ:	7	16	16	4	20	20	6	14	5	10	17	6

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PM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #2 Anza Avenue at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	16	Average Delay (sec/veh):	36.3
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Anza Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	24	24	6	29	29	6	29	29
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	1 1	0	1 0	0 1	0	2 0	1 0	1
Volume Module:												
Base Vol:	32	965	161	184	1012	54	28	181	49	316	344	250
Growth Adj:	1.00	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	965	161	184	1012	54	28	181	49	316	344	250
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	965	161	184	1012	54	28	181	49	316	344	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	965	161	184	1012	54	28	181	49	316	344	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	965	161	184	1012	54	28	181	49	316	344	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	965	161	184	1012	54	28	181	49	316	344	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.94	0.94	0.95	0.97	0.97	0.92	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	0.79	0.21	2.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3400	181	1805	1447	392	3502	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.10	0.10	0.30	0.30	0.02	0.13	0.13	0.09	0.18	0.15
Crit Moves:		****		****				****		****		
Green/Cycle:	0.07	0.34	0.34	0.13	0.40	0.40	0.07	0.26	0.26	0.12	0.31	0.31
Volume/Cap:	0.24	0.78	0.29	0.78	0.74	0.74	0.24	0.47	0.47	0.78	0.58	0.49
Delay/Veh:	49.0	35.5	26.6	61.2	30.2	30.2	49.9	34.8	34.8	56.4	32.9	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	35.5	26.6	61.2	30.2	30.2	49.9	34.8	34.8	56.4	32.9	31.3
LOS by Move:	D	D	C	E	C	C	D	C	C	E	C	C
HCM2kAvgQ:	1	17	4	8	17	17	1	7	7	7	10	7

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PM Cum With Project
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HCM Analysis

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

Intersection #3 Anza Avenue at Sepulveda Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	16	Average Delay (sec/veh):	38.3
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Anza Avenue						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	25	25	6	31	31	6	29	29	6	29	29
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	1 1	0	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	165	765	160	209	950	155	164	728	213	253	877	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	765	160	209	950	155	164	728	213	253	877	275
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:	165	765	160	209	950	155	164	728	213	253	877	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	765	160	209	950	155	164	728	213	253	877	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	765	160	209	950	155	164	728	213	253	877	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	765	160	209	950	155	164	728	213	253	877	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.93	0.93	0.92	0.95	0.85	0.92	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	3038	496	3502	3610	1615	3502	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.10	0.12	0.31	0.31	0.05	0.20	0.13	0.07	0.24	0.17
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.32	0.32	0.15	0.36	0.36	0.06	0.29	0.29	0.08	0.31	0.31
Volume/Cap:	0.87	0.66	0.31	0.78	0.87	0.87	0.73	0.70	0.45	0.87	0.79	0.55
Delay/Veh:	75.5	30.9	26.1	55.2	36.2	36.2	57.6	33.6	29.7	68.0	35.2	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	30.9	26.1	55.2	36.2	36.2	57.6	33.6	29.7	68.0	35.2	30.1
LOS by Move:	E	C	C	E	D	D	E	C	C	E	D	C
HCM2kAvgQ:	8	12	4	8	20	20	4	12	6	7	15	8

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Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #4 Village Court at Del Amo Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.157
Loss Time (sec):	0	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Village Court						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1 0	0	1 0	0 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	0	2	0	36	2	114	80	61	0	0	132	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2	0	36	2	114	80	61	0	0	132	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2	0	36	2	114	80	61	0	0	132	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2	0	36	2	114	80	61	0	0	132	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2	0	36	2	114	80	61	0	0	132	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2	0	36	2	114	80	61	0	0	132	56
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.02	0.98	1.00	2.00	0.00	1.00	1.40	0.60
Final Sat.:	0	619	0	595	13	727	601	1308	0	608	957	430
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.00	xxxx	0.06	0.16	0.16	0.13	0.05	xxxx	0.00	0.14	0.13
Crit Moves:		****				****	****				****	
Delay/Veh:	0.0	8.5	0.0	8.9	8.1	8.1	9.3	8.2	0.0	0.0	8.6	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	0.0	8.9	8.1	8.1	9.3	8.2	0.0	0.0	8.6	8.2
LOS by Move:	*	A	*	A	A	A	A	A	*	*	A	A
ApproachDel:		8.5			8.3			8.9			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.3			8.9			8.5	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.2	0.1

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PM Cum With Project
Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #5 Del Amo Circle at Carson Street

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: D[29.0]

Street Name:	Del Amo Circle						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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1 0 1 0 2			1 0 1 0 1			1 0 1 1 0			1 0 2 0 1		
Volume Module:												
Base Vol:	22	2	16	62	3	170	77	533	3	8	726	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	2	16	62	3	170	77	533	3	8	726	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	2	16	62	3	170	77	533	3	8	726	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	2	16	62	3	170	77	533	3	8	726	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	2	16	62	3	170	77	533	3	8	726	70
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1069	1501	268	1164	1432	363	796	xxxx	xxxxx	536	xxxx	xxxxx
Potent Cap.:	178	123	736	152	136	640	835	xxxx	xxxxx	1042	xxxx	xxxxx
Move Cap.:	119	111	736	136	122	640	835	xxxx	xxxxx	1042	xxxx	xxxxx
Volume/Cap:	0.19	0.02	0.02	0.46	0.02	0.27	0.09	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.6	0.1	0.1	2.1	0.1	1.1	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	42.1	38.0	10.0	52.1	35.2	12.7	9.8	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	E	E	A	F	E	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	29.0			23.4			xxxxxx			xxxxxx		
ApproachLOS:	D			C			*			*		

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

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Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Hawthorne Boulevard at Torrance Boulevard

Cycle (sec):	110	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	16	Average Delay (sec/veh):	45.0
Optimal Cycle:	138	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	37	37	6	28	28	6	30	30
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	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
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:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	2066	271	308	2052	255	349	1023	438	408	1072	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	5187	1615	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.17	0.09	0.30	0.16	0.10	0.20	0.27	0.12	0.21	0.13
Crit Moves:	****				****				****	****		
Green/Cycle:	0.11	0.35	0.35	0.10	0.34	0.34	0.11	0.28	0.28	0.12	0.30	0.30
Volume/Cap:	0.96	0.84	0.47	0.92	0.88	0.47	0.92	0.70	0.96	0.96	0.70	0.44
Delay/Veh:	82.9	35.4	28.1	79.4	38.8	29.4	76.0	36.8	70.6	81.2	35.8	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	35.4	28.1	79.4	38.8	29.4	76.0	36.8	70.6	81.2	35.8	32.0
LOS by Move:	F	D	C	E	D	C	E	D	E	F	D	C
HCM2kAvgQ:	10	20	7	9	21	7	9	12	20	11	13	6

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Del Amo Financial TIA, Torrance
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

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Intersection #7 Hawthorne Boulevard at Del Amo Circle

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Cycle (sec):	115	Critical Vol./Cap.(X):	0.667
Loss Time (sec):	12	Average Delay (sec/veh):	19.4
Optimal Cycle:	80	Level Of Service:	B

****

Street Name:	Hawthorne Boulevard						Del Amo Circle					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	6	29	29	6	31	31	25	25	25	31	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 1	0	2 0	4 0	1	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	111	2644	13	75	2710	171	169	6	144	55	24	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:	111	2644	13	75	2710	171	169	6	144	55	24	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:	111	2644	13	75	2710	171	169	6	144	55	24	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:	111	2644	13	75	2710	171	169	6	144	55	24	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	2644	13	75	2710	171	169	6	144	55	24	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:	111	2644	13	75	2710	171	169	6	144	55	24	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.91	0.92	0.91	0.85	0.62	0.81	0.81	0.65	0.83	0.83
Lanes:	1.00	3.98	0.02	2.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	6875	34	3502	6916	1615	1174	1545	1545	1229	1572	1572
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.02	0.39	0.11	0.14	0.00	0.09	0.04	0.02	0.09
Crit Moves:	****				****		****					
Green/Cycle:	0.09	0.60	0.60	0.08	0.59	0.59	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.67	0.64	0.64	0.26	0.67	0.18	0.66	0.02	0.43	0.21	0.07	0.43
Delay/Veh:	60.5	15.5	15.5	50.1	16.6	11.1	47.5	35.4	39.7	37.3	35.8	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	15.5	15.5	50.1	16.6	11.1	47.5	35.4	39.7	37.3	35.8	39.6
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	5	17	17	2	18	3	7	0	5	2	1	5

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	115	Critical Vol./Cap.(X):	0.908
Loss Time (sec):	16	Average Delay (sec/veh):	46.5
Optimal Cycle:	130	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	30	30	6	27	27	6	27	27
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	4 0	1	2 0	3 1	0	1 0	1 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	148	2220	352	488	2378	92	148	569	126	432	582	376
Growth Adj:	1.00	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	2220	352	488	2378	92	148	569	126	432	582	376
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	2220	352	488	2378	92	148	569	126	432	582	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2220	352	488	2378	92	148	569	126	432	582	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	2220	352	488	2378	92	148	569	126	432	582	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	2220	352	488	2378	92	148	569	126	432	582	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.92	0.92	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	2.00	3.85	0.15	1.00	1.64	0.36	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	3502	6618	256	1805	2876	637	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.22	0.14	0.36	0.36	0.08	0.20	0.20	0.12	0.11	0.23
Crit Moves:		****		****				****		****		
Green/Cycle:	0.09	0.34	0.34	0.15	0.40	0.40	0.10	0.23	0.23	0.13	0.27	0.27
Volume/Cap:	0.89	0.93	0.63	0.93	0.89	0.89	0.86	0.84	0.84	0.93	0.41	0.86
Delay/Veh:	92.6	43.9	34.0	72.1	36.3	36.3	84.7	49.9	49.9	75.2	34.5	54.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.6	43.9	34.0	72.1	36.3	36.3	84.7	49.9	49.9	75.2	34.5	54.9
LOS by Move:	F	D	C	E	D	D	F	D	D	E	C	D
HCM2kAvgQ:	8	25	11	13	26	26	8	15	15	11	6	15

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PM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #9 Hawthorne Boulevard at Sepulveda Boulevard

Cycle (sec):	115	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	16	Average Delay (sec/veh):	48.6
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Hawthorne Boulevard						Sepulveda Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	36	36	6	36	36	6	25	25	6	29	29
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	4 0	1	2 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	277	2144	586	419	2255	331	301	903	115	568	969	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	2144	586	419	2255	331	301	903	115	568	969	263
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:	277	2144	586	419	2255	331	301	903	115	568	969	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	2144	586	419	2255	331	301	903	115	568	969	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	2144	586	419	2255	331	301	903	115	568	969	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	2144	586	419	2255	331	301	903	115	568	969	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.89	0.89	0.92	0.91	0.85
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.66	0.34	2.00	3.00	1.00
Final Sat.:	3502	6916	1615	3502	6916	1615	3502	4523	576	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.36	0.12	0.33	0.20	0.09	0.20	0.20	0.16	0.19	0.16
Crit Moves:			****	****				****		****		
Green/Cycle:	0.09	0.36	0.36	0.12	0.39	0.39	0.10	0.22	0.22	0.16	0.28	0.28
Volume/Cap:	0.84	0.86	1.00	1.00	0.84	0.53	0.89	0.92	0.92	1.00	0.66	0.58
Delay/Veh:	68.6	37.0	74.4	95.1	34.6	28.0	75.6	56.0	56.0	86.5	37.5	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	37.0	74.4	95.1	34.6	28.0	75.6	56.0	56.0	86.5	37.5	37.1
LOS by Move:	E	D	E	F	C	C	E	E	E	F	D	D
HCM2kAvgQ:	7	22	27	12	22	9	8	17	17	15	12	8

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PM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

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Intersection #10 Madrona Avenue at Torrance Boulevard

****

Cycle (sec):	115	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	16	Average Delay (sec/veh):	40.8
Optimal Cycle:	106	Level Of Service:	D

****

Street Name:	Madrona Avenue						Torrance Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	32	32	6	40	40	6	33	33	6	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	2 1	0	2 0	3 0	1	2 0	2 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	145	1069	186	221	1283	337	388	993	253	335	1122	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1069	186	221	1283	337	388	993	253	335	1122	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	1069	186	221	1283	337	388	993	253	335	1122	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1069	186	221	1283	337	388	993	253	335	1122	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1069	186	221	1283	337	388	993	253	335	1122	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1069	186	221	1283	337	388	993	253	335	1122	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.91	0.85	0.92	0.95	0.85	0.92	0.90	0.90
Lanes:	2.00	2.56	0.44	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.67	0.33
Final Sat.:	3502	4321	752	3502	5187	1615	3502	3610	1615	3502	4541	563
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.06	0.25	0.21	0.11	0.28	0.16	0.10	0.25	0.25
Crit Moves:	****				****		****				****	
Green/Cycle:	0.05	0.33	0.33	0.07	0.35	0.35	0.13	0.35	0.35	0.12	0.33	0.33
Volume/Cap:	0.79	0.76	0.76	0.85	0.71	0.60	0.85	0.80	0.45	0.83	0.75	0.75
Delay/Veh:	74.7	36.8	36.8	75.6	33.8	32.7	62.9	37.6	29.8	63.3	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	36.8	36.8	75.6	33.8	32.7	62.9	37.6	29.8	63.3	36.1	36.1
LOS by Move:	E	D	D	E	C	C	E	D	C	E	D	D
HCM2kAvgQ:	4	16	16	6	15	10	10	18	7	8	16	16

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Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #11 Madrona Avenue at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	16	Average Delay (sec/veh):	34.6
Optimal Cycle:	100	Level Of Service:	C

Street Name:	Madrona Avenue						Carson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	6	31	31	6	37	37	6	35	35	6	35	35
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	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	144	804	104	409	1139	280	280	1047	168	78	906	137
Growth Adj:	1.00	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	804	104	409	1139	280	280	1047	168	78	906	137
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	804	104	409	1139	280	280	1047	168	78	906	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	804	104	409	1139	280	280	1047	168	78	906	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	804	104	409	1139	280	280	1047	168	78	906	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	804	104	409	1139	280	280	1047	168	78	906	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.85	0.92	0.91	0.85	0.92	0.91	0.85	0.95	0.89	0.89
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.61	0.39
Final Sat.:	3502	5187	1615	3502	5187	1615	3502	5187	1615	1805	4416	668
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.06	0.12	0.22	0.17	0.08	0.20	0.10	0.04	0.21	0.21
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.28	0.28	0.15	0.37	0.37	0.10	0.36	0.36	0.06	0.32	0.32
Volume/Cap:	0.68	0.55	0.23	0.77	0.59	0.47	0.77	0.56	0.29	0.70	0.64	0.64
Delay/Veh:	59.4	34.0	30.6	51.8	28.2	26.8	58.0	28.6	25.4	68.6	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	34.0	30.6	51.8	28.2	26.8	58.0	28.6	25.4	68.6	33.1	33.1
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	4	9	3	9	12	7	7	11	4	4	12	12

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APPENDIX F-III

YEAR 2018 WITH PROJECT WITH MITIGATION TRAFFIC CONDITIONS (HCM METHODOLOGY)

AM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis - Mitigation

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	16	Average Delay (sec/veh):	31.1
Optimal Cycle:	91	Level Of Service:	C

Street Name:	Hawthorne Boulevard						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			Ovl		
Min. Green:	6	32	32	6	33	33	6	27	27	6	30	30
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	4 0	1	3 0	3 1	0	1 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	129	2238	239	172	1778	118	105	595	68	180	348	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	2238	239	172	1778	118	105	595	68	180	348	183
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	2238	239	172	1778	118	105	595	68	180	348	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	2238	239	172	1778	118	105	595	68	180	348	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	2238	239	172	1778	118	105	595	68	180	348	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	2238	239	172	1778	118	105	595	68	180	348	183
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.90	0.90	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	3.00	3.75	0.25	1.00	2.69	0.31	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	5253	6427	427	1805	4585	524	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.15	0.03	0.28	0.28	0.06	0.13	0.13	0.05	0.07	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.09	0.39	0.39	0.07	0.37	0.37	0.08	0.31	0.31	0.07	0.30	0.37
Volume/Cap:	0.75	0.83	0.38	0.45	0.75	0.75	0.75	0.42	0.42	0.75	0.22	0.30
Delay/Veh:	61.1	29.8	22.2	45.3	29.0	29.0	65.5	27.6	27.6	58.0	26.3	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	29.8	22.2	45.3	29.0	29.0	65.5	27.6	27.6	58.0	26.3	22.5
LOS by Move:	E	C	C	D	C	C	E	C	C	E	C	C
HCM2kAvgQ:	6	19	5	2	15	15	5	6	6	5	3	4

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HCM Analysis - Mitigation

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	110	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	16	Average Delay (sec/veh):	39.1
Optimal Cycle:	91	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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			Ovl		
Min. Green:	6	32	32	6	33	33	6	27	27	6	30	30
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	4 0	1	3 0	3 1	0	1 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	196	2106	328	427	2009	129	155	421	135	370	301	342
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	2106	328	427	2009	129	155	421	135	370	301	342
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:	196	2106	328	427	2009	129	155	421	135	370	301	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	2106	328	427	2009	129	155	421	135	370	301	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	2106	328	427	2009	129	155	421	135	370	301	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	2106	328	427	2009	129	155	421	135	370	301	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.88	0.88	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	3.00	3.76	0.24	1.00	2.27	0.73	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	5253	6440	414	1805	3786	1214	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.20	0.08	0.31	0.31	0.09	0.11	0.11	0.11	0.06	0.21
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.38	0.38	0.10	0.36	0.36	0.09	0.25	0.25	0.12	0.28	0.38
Volume/Cap:	0.86	0.79	0.53	0.79	0.86	0.86	0.98	0.45	0.45	0.86	0.21	0.55
Delay/Veh:	74.4	31.7	27.0	56.1	36.1	36.1	113.7	35.5	35.5	63.8	30.4	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	31.7	27.0	56.1	36.1	36.1	113.7	35.5	35.5	63.8	30.4	27.7
LOS by Move:	E	C	C	E	D	D	F	D	D	E	C	C
HCM2kAvgQ:	9	19	9	7	21	21	9	6	6	9	3	9

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Del Amo Financial TIA, Torrance
HCM Analysis - Mitigation

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

Intersection #8 Hawthorne Boulevard at Carson Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	16	Average Delay (sec/veh):	41.4
Optimal Cycle:	95	Level Of Service:	D

Street Name:	Hawthorne Boulevard						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			Ovl		
Min. Green:	6	32	32	6	33	33	6	27	27	6	30	30
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	4 0	1	3 0	3 1	0	1 0	2 1	0	2 0	3 0	1
Volume Module:												
Base Vol:	148	2220	352	488	2378	92	148	569	126	432	582	376
Growth Adj:	1.00	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	2220	352	488	2378	92	148	569	126	432	582	376
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	2220	352	488	2378	92	148	569	126	432	582	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2220	352	488	2378	92	148	569	126	432	582	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	2220	352	488	2378	92	148	569	126	432	582	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	2220	352	488	2378	92	148	569	126	432	582	376
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.85	0.92	0.90	0.90	0.95	0.89	0.89	0.92	0.91	0.85
Lanes:	1.00	4.00	1.00	3.00	3.85	0.15	1.00	2.46	0.54	2.00	3.00	1.00
Final Sat.:	1805	6916	1615	5253	6618	256	1805	4132	915	3502	5187	1615
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.22	0.09	0.36	0.36	0.08	0.14	0.14	0.12	0.11	0.23
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.39	0.39	0.11	0.41	0.41	0.09	0.23	0.23	0.14	0.27	0.39
Volume/Cap:	0.88	0.83	0.56	0.83	0.88	0.88	0.91	0.61	0.61	0.88	0.41	0.60
Delay/Veh:	91.2	35.2	29.8	61.4	36.4	36.4	99.1	42.8	42.8	67.2	35.7	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	35.2	29.8	61.4	36.4	36.4	99.1	42.8	42.8	67.2	35.7	31.0
LOS by Move:	F	D	C	E	D	D	F	D	D	E	D	C
HCM2kAvgQ:	8	22	10	8	26	26	8	9	9	11	6	11

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APPENDIX G

PROJECT DRIVEWAY LEVEL OF SERVICE CALCULATION WORKSHEETS

AM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #12 Project Driveway 1 at Del Amo Circle

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: A[8.6]

Street Name:	Project Driveway 1									Del Amo Circle								
Approach:	North Bound					South Bound				East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	48			0	0	0			0	67	5			82	165	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	48			0	0	0			0	67	5			82	165	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:	0	0	48			0	0	0			0	67	5			82	165	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	48			0	0	0			0	67	5			82	165	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	48			0	0	0			0	67	5			82	165	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	36			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			72	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	1035			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1541	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	1035			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1541	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.05			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.05	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.1			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.6			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	8.6					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	A					*					*					*				

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

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AM Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

****

Intersection #13 Project Driveway 2 at Del Amo Circle

****

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: A[8.7]

****

Street Name:	Project Driveway 2									Del Amo Circle				
Approach:	North Bound					South Bound				East Bound				West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	19			0	0	0			0	113	2			68	246	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	19			0	0	0			0	113	2			68	246	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:	0	0	19			0	0	0			0	113	2			68	246	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	19			0	0	0			0	113	2			68	246	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	19			0	0	0			0	113	2			68	246	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	58			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			115	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	1003			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1487	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	1003			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1487	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.02			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.05	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.1			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	8.7			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.5	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:		8.7					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		A					*					*					*			

****

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

****

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

Intersection #14 Project Driveway 3 at Carson Street

Average Delay (sec/veh): 1.1 Worst Case Level Of Service: C[15.1]

Street Name:	Project Driveway 3									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:	Stop Sign					Stop Sign				Uncontrolled					Uncontrolled			
Rights:	Include					Include				Include					Include			
Lanes:	0	0	0	0	0	0	0	1!	0 0	1	0	2	0	0	0	0	2	1 0
Volume Module:																		
Base Vol:	0	0	0			51	0		25	74	734		0		0	551		249
Growth Adj:	1.00	1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00
Initial Bse:	0	0	0			51	0		25	74	734		0		0	551		249
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	0	0			51	0		25	74	734		0		0	551		249
User Adj:	1.00	1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00		1.00
PHF Volume:	0	0	0			51	0		25	74	734		0		0	551		249
Reduct Vol:	0	0	0			0	0		0	0	0		0		0	0		0
FinalVolume:	0	0	0			51	0		25	74	734		0		0	551		249
Critical Gap Module:																		
Critical Gp:	xxxxx	xxxx	xxxxx			6.8	6.5		6.9	4.1	xxxx		xxxxx		xxxxx	xxxx		xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx			3.5	4.0		3.3	2.2	xxxx		xxxxx		xxxxx	xxxx		xxxxx
Capacity Module:																		
Cnflict Vol:	xxxx	xxxx	xxxxx			1191	1558		308	800	xxxx		xxxxx		xxxx	xxxx		xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx			183	114		694	832	xxxx		xxxxx		xxxx	xxxx		xxxxx
Move Cap.:	xxxx	xxxx	xxxxx			171	104		694	832	xxxx		xxxxx		xxxx	xxxx		xxxxx
Total Cap:	265	236	xxxxx			366	272		xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx
Volume/Cap:	xxxx	xxxx	xxxx			0.14	0.00		0.04	0.09	xxxx		xxxx		xxxx	xxxx		xxxx
Level Of Service Module:																		
2Way95thQ:	xxxx	xxxx	xxxxx			xxxx	xxxx		xxxxx	0.3	xxxx		xxxxx		xxxx	xxxx		xxxxx
Control Del:	xxxxx	xxxx	xxxxx			xxxxx	xxxx		xxxxx	9.7	xxxx		xxxxx		xxxxx	xxxx		xxxxx
LOS by Move:	*	*	*			*	*		*	A	*		*		*	*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	- RT	LT	-	LTR	-	RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	434		xxxxx	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	0.6		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	15.1		xxxxx	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx
Shared LOS:	*	*	*			*	C		*	*	*		*		*	*		*
ApproachDel:	xxxxxx					15.1				xxxxxx					xxxxxx			
ApproachLOS:	*					C				*					*			

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

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MD Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #12 Project Driveway 1 at Del Amo Circle

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: A[9.8]

Street Name:	Project Driveway 1									Del Amo Circle												
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	198			0	0	0			0	185	15			95	152	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	198			0	0	0			0	185	15			95	152	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:	0	0	198			0	0	0			0	185	15			95	152	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	198			0	0	0			0	185	15			95	152	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	198			0	0	0			0	185	15			95	152	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	100			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			200	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	943			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1384	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	943			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1384	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.21			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.07	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.8			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	9.8			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.8	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:		9.8					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		A					*					*					*			

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

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MD Cum With Project
Del Amo Financial TIA, Torrance
HCM Analysis

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

Intersection #13 Project Driveway 2 at Del Amo Circle

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[9.9]

Street Name:	Project Driveway 2									Del Amo Circle													
Approach:	North Bound					South Bound					East Bound					West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled							
Rights:	Include					Include					Include					Include							
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0			
Volume Module:																							
Base Vol:	0	0	85			0	0	0			0	376	7			54	247	0					
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00					
Initial Bse:	0	0	85			0	0	0			0	376	7			54	247	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:	0	0	85			0	0	0			0	376	7			54	247	0					
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00					
PHF Volume:	0	0	85			0	0	0			0	376	7			54	247	0					
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0					
FinalVolume:	0	0	85			0	0	0			0	376	7			54	247	0					
Critical Gap Module:																							
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx					
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx					
Capacity Module:																							
Cnflict Vol:	xxxx	xxxx	192			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			383	xxxx	xxxxx					
Potent Cap.:	xxxx	xxxx	824			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1187	xxxx	xxxxx					
Move Cap.:	xxxx	xxxx	824			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1187	xxxx	xxxxx					
Volume/Cap:	xxxx	xxxx	0.10			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.05	xxxx	xxxx					
Level Of Service Module:																							
2Way95thQ:	xxxx	xxxx	0.3			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.1	xxxx	xxxxx					
Control Del:	xxxxx	xxxx	9.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			8.2	xxxx	xxxxx					
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*					
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT			
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx					
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx					
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*					
ApproachDel:	9.9					xxxxxx					xxxxxx					xxxxxx							
ApproachLOS:	A					*					*					*							

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

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Intersection #14 Project Driveway 3 at Carson Street

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: C[22.9]

Street Name:	Project Driveway 3						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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	208	0	88	50	617	0	0	522	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	208	0	88	50	617	0	0	522	141
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	0	0	208	0	88	50	617	0	0	522	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	208	0	88	50	617	0	0	522	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	208	0	88	50	617	0	0	522	141
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1001	1310	245	663	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	243	161	762	935	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	233	152	762	935	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	338	305	xxxxx	427	331	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.49	0.00	0.12	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	491	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	3.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	22.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				22.9		xxxxxx			xxxxxx		
ApproachLOS:	*				C			*			*	

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

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Intersection #12 Project Driveway 1 at Del Amo Circle

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: A[9.9]

Street Name:	Project Driveway 1									Del Amo Circle												
Approach:	North Bound					South Bound					East Bound					West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled						
Rights:	Include					Include					Include					Include						
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0		
Volume Module:																						
Base Vol:	0	0	188			0	0	0			0	217	14			86	178	0				
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00				
Initial Bse:	0	0	188			0	0	0			0	217	14			86	178	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:	0	0	188			0	0	0			0	217	14			86	178	0				
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00				
PHF Volume:	0	0	188			0	0	0			0	217	14			86	178	0				
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0				
FinalVolume:	0	0	188			0	0	0			0	217	14			86	178	0				
Critical Gap Module:																						
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx				
Capacity Module:																						
Cnflict Vol:	xxxx	xxxx	116			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			231	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	921			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1349	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	921			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1349	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	0.20			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.06	xxxx	xxxx				
Level Of Service Module:																						
2Way95thQ:	xxxx	xxxx	0.8			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.2	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	9.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			7.9	xxxx	xxxxx				
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT		
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*				
ApproachDel:	9.9					xxxxxx					xxxxxx					xxxxxx						
ApproachLOS:	A					*					*					*						

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

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Intersection #13 Project Driveway 2 at Del Amo Circle

****

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: A[10.0]

****

Street Name:	Project Driveway 2									Del Amo Circle								
Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	90			0	0	0			0	398	6			61	264	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	90			0	0	0			0	398	6			61	264	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:	0	0	90			0	0	0			0	398	6			61	264	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	0	90			0	0	0			0	398	6			61	264	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	90			0	0	0			0	398	6			61	264	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	202			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			404	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	811			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1166	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	811			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			1166	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.11			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.05	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.4			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	10.0			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			8.3	xxxx	xxxxx		
LOS by Move:	*	*	A			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:		10.0					xxxxxx					xxxxxx					xxxxxx			
ApproachLOS:		A					*					*					*			

****

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

****

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Intersection #14 Project Driveway 3 at Carson Street

Average Delay (sec/veh): 5.4 Worst Case Level Of Service: D[34.5]

Street Name:	Project Driveway 3						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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 2 0 0			0 0 2 1 0		
Volume Module:												
Base Vol:	0	0	0	207	0	86	42	751	0	0	756	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	207	0	86	42	751	0	0	756	101
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	0	0	207	0	86	42	751	0	0	756	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	207	0	86	42	751	0	0	756	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	207	0	86	42	751	0	0	756	101
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1266	1642	303	857	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	164	101	700	792	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	157	96	700	792	xxxx	xxxxx	xxxx	xxxx	xxxxx
Total Cap:	284	249	xxxxx	342	271	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.61	0.00	0.12	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	402	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	5.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	34.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				34.5		xxxxxx			xxxxxx		
ApproachLOS:	*				D		*			*		

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

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APPENDIX H

SHARED PARKING WORKSHEETS

Appendix Table H-1

OFFICE

WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Office				
Size	246.106 KSF				Shared Parking Demand
Pkg Rate[2]	3.33 /KSF				
Gross Spaces	820 Spaces				
	65 Visitor Spc.		755 Emp. Spc.		
Mode Adj.	0%		10%		
Internal Cap.	0%		0%		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	21	21
7:00 AM	10%	1	0%	204	205
8:00 AM	30%	13	30%	509	522
9:00 AM	10%	39	60%	645	684
10:00 AM	10%	65	60%	680	745
11:00 AM	5%	29	60%	680	709
12:00 PM	100%	10	65%	612	622
1:00 PM	100%	29	65%	612	641
2:00 PM	33%	65	65%	680	745
3:00 PM	10%	29	65%	680	709
4:00 PM	10%	10	65%	612	622
5:00 PM	30%	7	100%	340	347
6:00 PM	55%	3	100%	170	173
7:00 PM	60%	1	100%	68	69
8:00 PM	70%	1	100%	48	49
9:00 PM	67%	0	100%	21	21
10:00 PM	60%	0	50%	7	7
11:00 PM	40%	0	0%	0	0
12:00 AM	30%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table H-2

OFFICE

WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Office				
Size	246.106 KSF				
Pkg Rate[2]	3.33 /KSF				
Gross	820 Spaces				
Spaces	65 Visitor Spc.		755 Emp. Spc.		
Mode Adj.	0%		0%		
Internal Cap.	0%		0%		Shared
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	Parking Demand
6:00 AM	0%	0	0%	0	0
7:00 AM	1%	1	0%	15	16
8:00 AM	3%	4	3%	45	49
9:00 AM	1%	5	6%	60	65
10:00 AM	1%	6	6%	68	74
11:00 AM	1%	7	6%	76	83
12:00 PM	10%	6	7%	68	74
1:00 PM	10%	5	7%	60	65
2:00 PM	3%	4	7%	45	49
3:00 PM	1%	3	7%	30	33
4:00 PM	1%	1	7%	15	16
5:00 PM	3%	1	10%	8	9
6:00 PM	6%	1	10%	8	9
7:00 PM	6%	0	10%	0	0
8:00 PM	7%	0	10%	0	0
9:00 PM	7%	0	10%	0	0
10:00 PM	6%	0	5%	0	0
11:00 PM	4%	0	0%	0	0
12:00 AM	3%	0	0%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table H-3

FINE/CASUAL DINING
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fine/Casual Dining				
Size	12.000 KSF				Shared Parking Demand
Pkg Rate[2]	10 /KSF				
Gross Spaces	120 Spaces				
	102 Guest Spc.		18 Emp. Spc.		
Mode Adj.	15%		5%		
Internal Cap.	15%		0%		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	23%	0	0
7:00 AM	0%	0	26%	3	3
8:00 AM	0%	0	30%	8	8
9:00 AM	0%	0	34%	11	11
10:00 AM	14%	10	38%	14	24
11:00 AM	36%	26	41%	14	40
12:00 PM	68%	48	45%	14	62
1:00 PM	68%	48	49%	14	62
2:00 PM	59%	42	53%	14	56
3:00 PM	36%	26	56%	11	37
4:00 PM	45%	32	60%	11	43
5:00 PM	68%	48	64%	15	63
6:00 PM	86%	62	68%	15	77
7:00 PM	90%	64	71%	15	79
8:00 PM	90%	64	75%	15	79
9:00 PM	90%	64	79%	15	79
10:00 PM	86%	62	83%	15	77
11:00 PM	68%	48	86%	13	61
12:00 AM	23%	16	90%	6	22

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table H-4

FINE/CASUAL DINING
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Fine/Casual Dining				
Size	12.000 KSF				Shared Parking Demand
Pkg Rate[2]	10 /KSF				
Gross Spaces	120 Spaces				
	102 Guest Spc.		18 Emp. Spc.		
Mode Adj.	15%		5%		
Internal Cap.	0%		0%		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	25%	0	0
7:00 AM	0%	0	29%	4	4
8:00 AM	0%	0	33%	5	5
9:00 AM	0%	0	38%	10	10
10:00 AM	0%	0	42%	13	13
11:00 AM	15%	13	46%	13	26
12:00 PM	50%	43	50%	13	56
1:00 PM	55%	48	54%	13	61
2:00 PM	45%	39	58%	13	52
3:00 PM	45%	39	63%	13	52
4:00 PM	45%	39	67%	13	52
5:00 PM	60%	52	71%	17	69
6:00 PM	90%	78	75%	17	95
7:00 PM	95%	82	79%	17	99
8:00 PM	100%	87	83%	17	104
9:00 PM	90%	78	88%	17	95
10:00 PM	90%	78	92%	17	95
11:00 PM	90%	78	96%	14	92
12:00 AM	50%	43	100%	9	52

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table H-5

HEALTH CLUB
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Health Club				
Size	45.000 KSF				Shared Parking Demand
Pkg Rate[2]	5.0 /KSF				
Gross Spaces	225 Spaces				
	212 Guest Spc.		13 Emp. Spc.		
Mode Adj.	5%		0%		
Internal Cap.	10%		0%		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	126	0%	10	136
7:00 AM	0%	72	10%	10	82
8:00 AM	0%	72	10%	10	82
9:00 AM	1%	126	20%	10	136
10:00 AM	1%	126	20%	10	136
11:00 AM	1%	145	20%	10	155
12:00 PM	1%	108	30%	10	118
1:00 PM	1%	126	30%	10	136
2:00 PM	1%	126	30%	10	136
3:00 PM	1%	126	30%	10	136
4:00 PM	1%	145	30%	10	155
5:00 PM	1%	162	30%	13	175
6:00 PM	1%	180	100%	13	193
7:00 PM	25%	162	100%	10	172
8:00 PM	100%	145	100%	7	152
9:00 PM	100%	126	100%	3	129
10:00 PM	0%	63	30%	3	66
11:00 PM	0%	18	10%	3	21
12:00 AM	0%	0	5%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table H-6

HEALTH CLUB
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Health Club				
Size	45.000 KSF				Shared Parking Demand
Pkg Rate[2]	5.0 /KSF				
Gross Spaces	225 Spaces				
	215 Guest Spc.		10 Emp. Spc.		
Mode Adj.	5%		0%		
Internal Cap.	0%		0%		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	135	0%	4	139
7:00 AM	0%	76	8%	4	80
8:00 AM	0%	59	8%	4	63
9:00 AM	1%	84	16%	4	88
10:00 AM	1%	59	16%	4	63
11:00 AM	1%	84	16%	4	88
12:00 PM	1%	84	25%	4	88
1:00 PM	14%	51	82%	4	55
2:00 PM	55%	43	82%	4	47
3:00 PM	55%	51	82%	4	55
4:00 PM	1%	92	25%	6	98
5:00 PM	1%	167	25%	8	175
6:00 PM	1%	160	82%	8	168
7:00 PM	21%	100	82%	6	106
8:00 PM	82%	51	82%	4	55
9:00 PM	82%	16	82%	2	18
10:00 PM	0%	2	25%	2	4
11:00 PM	0%	2	8%	2	4
12:00 AM	0%	0	4%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table H-7

MEDICAL/DENTAL OFFICE
WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Medical/Dental Office				
Size	75.782 KSF				Shared Parking Demand
Pkg Rate[2]	5 /KSF				
Gross Spaces	379 Spaces				
	253 Visitor Spc.		126 Emp. Spc.		
Mode Adj.	5%		10%		
Internal Cap.	0%		0%		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	10%	0	0
8:00 AM	50%	217	20%	68	285
9:00 AM	100%	217	20%	113	330
10:00 AM	100%	240	20%	113	353
11:00 AM	100%	240	20%	113	353
12:00 PM	100%	72	20%	113	185
1:00 PM	100%	217	20%	113	330
2:00 PM	100%	240	20%	113	353
3:00 PM	100%	240	20%	113	353
4:00 PM	100%	217	20%	113	330
5:00 PM	100%	192	40%	113	305
6:00 PM	50%	162	60%	76	238
7:00 PM	30%	72	100%	34	106
8:00 PM	30%	36	100%	17	53
9:00 PM	10%	0	100%	0	0
10:00 PM	0%	0	100%	0	0
11:00 PM	0%	0	80%	0	0
12:00 AM	0%	0	50%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.

Appendix Table H-8

MEDICAL/DENTAL OFFICE
WEEKEND SHARED PARKING DEMAND ANALYSIS [1]

Land Use	Medical/Dental Office				
Size	75.782 KSF				Shared Parking Demand
Pkg Rate[2]	5 /KSF				
Gross Spaces	379 Spaces				
	253 Visitor Spc.		126 Emp. Spc.		
Mode Adj.	0%		0%		
Internal Cap.	0%		0%		
Time of Day	% Of Peak [3]	# Of Spaces	% Of Peak [3]	# Of Spaces	
6:00 AM	0%	0	0%	0	0
7:00 AM	0%	0	20%	0	0
8:00 AM	50%	228	20%	76	304
9:00 AM	100%	228	20%	126	354
10:00 AM	100%	253	20%	126	379
11:00 AM	100%	253	20%	126	379
12:00 PM	100%	76	20%	126	202
1:00 PM	100%	0	20%	0	0
2:00 PM	100%	0	20%	0	0
3:00 PM	100%	0	20%	0	0
4:00 PM	100%	0	20%	0	0
5:00 PM	100%	0	40%	0	0
6:00 PM	50%	0	60%	0	0
7:00 PM	30%	0	100%	0	0
8:00 PM	30%	0	100%	0	0
9:00 PM	10%	0	100%	0	0
10:00 PM	0%	0	100%	0	0
11:00 PM	0%	0	80%	0	0
12:00 AM	0%	0	50%	0	0

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.

[2] Parking rates for all land uses based on ULI procedure normalized to express percentage in terms of absolute peak demand ratios. Breakdown of guest vs. employee

[3] Percentage of peak parking demand factors reflect relationships between weekday parking demand ratios and peak parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.