APPENDIX D

TRAFFIC ANALYSIS

Conoco-Phillips Wilmington Refinery

A.M. PEAK HOUR

LEVEL OF SERVICE ANALYSIS

Scenario: Existing conditions, Year 2007

INTERSECTION	LOS	DELAY	V/C
1. Figueroa St and Anaheim St	C	18.3	0.733
2. Figueroa Pl and Anaheim St	C	20.7	0.757
3. Figueroa St and I St/I-110 on-ramp	D	32.1	0.848
4. Figueroa St and G St/I-110 off-ramp	A	5.0	0.301
5. Figueroa Pl and I Street/I-110 off-ramp	A	5.0	0.491
6. Figueroa Pl and I-110 on-ramp/G Street	A	5.0	0.243
7. CP gate 11 and Anaheim St	A	5.0	0.442
8. Gaffey Street-Palos Verdes Dr.-Vermont-Anaheim St.	D	N.A.	0.860

Notes:
v/c = volume to capacity ratio
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

Conoco-Phillips Wilmington Refinery

P.M. PEAK HOUR

LEVEL OF SERVICE ANALYSIS

Scenario: Existing conditions, Year 2007

INTERSECTION	LOS	DELAY	V/C
1. Figueroa St and Anaheim St	A	5.0	0.570
2. Figueroa Pl and Anaheim St	C	22.2	0.772
3. Figueroa St and I St/I-110 on-ramp	A	5.0	0.600
4. Figueroa St and G St/I-110 off-ramp	A	5.0	0.308
5. Figueroa Pl and I Street/I-110 off-ramp	C	23.1	0.781
6. Figueroa Pl and I-110 on-ramp/G Street	A	5.0	0.249
7. CP gate 11 and Anaheim St	A	5.0	0.448
8. Gaffey Street-Palos Verdes Dr.-Vermont-Anaheim St.	D	N.A.	0.900

Notes:
v/c = volume to capacity ratio
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

Conoco-Phillips Carson Refinery

A.M. PEAK HOUR

LEVEL OF SERVICE ANALYSIS

Scenario: Existing conditions, Year 2007

INTERSECTION	LOS	DELAY	V/C
1. Alameda St and I-405 NB ramps	A	5.0	0.452
2. Alameda St and 223rd connector	A	5.0	0.415
3. ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.517
4. Alameda connector and 223rd St	A	5.0	0.430
5. Alameda St and Sepulveda connector	A	5.0	0.345
6. Alameda connector and Sepulveda Blvd	A	5.0	0.426
7. CP entrance and Sepulveda Blvd	A	5.0	0.287
8. Alameda St and PCH connector	A	5.0	0.194
9. Wilmington Ave and Sepulveda Blvd	B	10.6	0.656

Notes:
v/c = volume to capacity ratio
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

Conoco-Phillips Carson Refinery

P.M. PEAK HOUR

LEVEL OF SERVICE ANALYSIS

Scenario: Existing conditions, Year 2007

INTERSECTION	LOS	DELAY	V/C
1. Alameda St and I-405 NB ramps	A	5.0	0.560
2. Alameda St and 223rd connector	A	5.0	0..510
3. ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.493
4. Alameda connector and 223rd St	C	18.1	0.731
5. Alameda St and Sepulveda connector	A	5.0	0.443
6. Alameda connector and Sepulveda Blvd	A	5.0	0.345
7. CP entrance and Sepulveda Blvd	A	5.0	0.240
8. Alameda St and PCH connector	A	5.0	0.194
9. Wilmington Ave and Sepulveda Blvd	A	5.0	0.552

Notes:
v/c = volume to capacity ratio
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

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TRIPS GENERATED BY PROJECTS

PROJECT (or Project Group)	A.M.PEAK HOUR enter	A.M.PEAK HOUR exit	P.M.PEAK HOUR enter	P.M.PEAK HOUR exit
1 Construction traffic	0	0	1	31
2 Other construction traffic	0	0	11	329

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TRIPS GENERATED BY PROJECTS

PROJECT (or Project Group)	A.M.PEAK HOUR enter	A.M.PEAK HOUR exit	P.M.PEAK HOUR enter	P.M.PEAK HOUR exit
1 Project construction traffic	0	0	3	103
2 Other construction traffic	0	0	4	40

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LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Year 2007
Geometrics: Existing conditions

	Year 2007			Forecast Year 2007			Plus Related Project			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Alameda St and I-405 NB ramps	A	5.0	0.560	A	5.0	0.560	A	5.0	0.567	A	5.0	0.567	+0.001
Alameda St and 223rd connector	A	5.0	0.510	A	5.0	0.510	A	5.0	0.536	A	5.0	0.538	+0.002
ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.493	A	5.0	0.493	A	5.0	0.519	A	5.0	0.522	+0.002
/Alameda connector and 223rd St	C	18.1	0.731	C	18.1	0.731	C	21.3	0.763	C	21.6	0.766	+0.003
Alameda St and Sepulveda connector/	A	5.0	0.443	A	5.0	0.443	A	5.0	0.476	A	5.0	0.479	+0.003
/Alameda connector and Sepulveda Blvd	A	5.0	0.578	A	5.0	0.578	C	18.2	0.732	C	19.7	0.747	+0.015
CP entrance/ and Sepulveda Blvd	A	5.0	0.345	A	5.0	0.345	A	5.0	0.556	A	5.0	0.576	+0.020
Alameda St and PCH connector/	A	5.0	0.232	A	5.0	0.232	A	5.0	0.253	A	5.0	0.255	+0.002
Wilmington Ave and Sepulveda Blvd	A	5.0	0.552	A	5.0	0.552	A	5.0	0.563	A	5.0	0.564	+0.001

Notes:
v/c = volume to capacity ratio (capacity utilization ratio)
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

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LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Year 2007
Geometrics: Existing conditions

	Year 2007		Forecast Year 2007		Plus Proposed Project				Plus Related Project		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C	LOS	DELAY	V/C
Alameda St and I-405 NB ramps	A	5.0	0.560	A	5.0	0.560	A	5.0	0.561	+0.001	A	5.0	0.567
Alameda St and 223rd connector	A	5.0	0.510	A	5.0	0.510	A	5.0	0.512	+0.002	A	5.0	0.538
ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.493	A	5.0	0.493	A	5.0	0.495	+0.002	A	5.0	0.522
/Alameda connector and 223rd St	C	18.1	0.731	C	18.1	0.731	C	18.4	0.734	+0.003	C	21.6	0.766
Alameda St and Sepulveda connector/	A	5.0	0.443	A	5.0	0.443	A	5.0	0.446	+0.003	A	5.0	0.479
/Alameda connector and Sepulveda Blvd	A	5.0	0.578	A	5.0	0.578	A	5.0	0.592	+0.015	C	19.7	0.747
CP entrance/ and Sepulveda Blvd	A	5.0	0.345	A	5.0	0.345	A	5.0	0.365	+0.020	A	5.0	0.576
Alameda St and PCH connector/	A	5.0	0.232	A	5.0	0.232	A	5.0	0.234	+0.002	A	5.0	0.255
Wilmington Ave and Sepulveda Blvd	A	5.0	0.552	A	5.0	0.552	A	5.0	0.553	+0.001	A	5.0	0.564

Notes:
v/c = volume to capacity ratio (capacity utilization ratio)
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

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LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Year 2025
Geometrics: Existing conditions
Ambient Traffic Growth: 1 % per year

	Year 2007			Forecast Year 2025			Plus Related Project			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Alameda St and I-405 NB ramps													
	A	5.0	0.560	B	10.2	0.652	B	10.9	0.659	B	10.9	0.659	+0.001
Alameda St and 223rd connector													
	A	5.0	0.510	A	5.0	0.593	B	6.9	0.619	B	7.1	0.621	+0.002
ICTF entry/I-405 Ramps and Wardlow/223rd St													
	A	5.0	0.493	A	5.0	0.573	A	5.0	0.599	B	5.2	0.602	+0.002
/Alameda connector and 223rd St													
	C	18.1	0.731	D	33.1	0.854	D	37.8	0.886	D	38.3	0.889	+0.003
Alameda St and Sepulveda connector/													
	A	5.0	0.443	A	5.0	0.514	A	5.0	0.547	A	5.0	0.550	+0.003
/Alameda connector and Sepulveda Blvd													
	A	5.0	0.578	B	12.2	0.672	D	29.1	0.827	D	31.2	0.842	+0.015
CP entrance/ and Sepulveda Blvd													
	A	5.0	0.345	A	5.0	0.398	B	6.0	0.610	B	7.9	0.629	+0.020
Alameda St and PCH connector/													
	A	5.0	0.232	A	5.0	0.265	A	5.0	0.286	A	5.0	0.288	+0.002
Wilmington Ave and Sepulveda Blvd													
	A	5.0	0.552	B	9.3	0.643	B	10.3	0.653	B	10.4	0.654	+0.001

Notes:
v/c = volume to capacity ratio (capacity utilization ratio)
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

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LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Year 2025
Geometrics: Existing conditions
Ambient Traffic Growth: 1 % per year

	Year 2007		Forecast Year 2025		Plus Proposed Project			Plus Related Project		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C	LOS	DELAY	V/C
Alameda St and I-405 NB ramps	A	5.0	0.560	B	10.2	0.652	B	10.2	0.652	+0.001	B	10.9	0.659
Alameda St and 223rd connector	A	5.0	0.510	A	5.0	0.593	A	5.0	0.595	+0.002	B	7.1	0.621
ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.493	A	5.0	0.573	A	5.0	0.575	+0.002	B	5.2	0.602
/Alameda connector and 223rd St	C	18.1	0.731	D	33.1	0.854	D	33.5	0.857	+0.003	D	38.3	0.889
Alameda St and Sepulveda connector/	A	5.0	0.443	A	5.0	0.514	A	5.0	0.517	+0.003	A	5.0	0.550
/Alameda connector and Sepulveda Blvd	A	5.0	0.578	B	12.2	0.672	B	13.7	0.687	+0.015	D	31.2	0.842
CP entrance/ and Sepulveda Blvd	A	5.0	0.345	A	5.0	0.398	A	5.0	0.418	+0.020	B	7.9	0.629
Alameda St and PCH connector/	A	5.0	0.232	A	5.0	0.265	A	5.0	0.267	+0.002	A	5.0	0.288
Wilmington Ave and Sepulveda Blvd	A	5.0	0.552	B	9.3	0.643	B	9.4	0.644	+0.001	B	10.4	0.654

Notes:
v/c = volume to capacity ratio (capacity utilization ratio)
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

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LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Year 2007
Geometrics: Existing conditions
Ambient Traffic Growth: 1 % per year

	Year 2007			Forecast Year 2007			Plus Related Project			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Figueroa St and Anaheim St	A	5.0	0.570	A	5.0	0.570	A	5.0	0.579	B	5.4	0.604	+0.024
Figueroa Pl and Anaheim St	C	22.2	0.772	C	22.2	0.772	C	23.2	0.782	D	26.0	0.807	+0.025
Figueroa St and I St./I-110 on-ramp	A	5.0	0.600	A	5.0	0.600	B	6.3	0.613	B	9.9	0.649	+0.035
Figueroa St and G St./I-110 off-ramp	A	5.0	0.308	A	5.0	0.308	A	5.0	0.308	A	5.0	0.308	+0.000
Figueroa Pl and I Street/I-110 off-ramp	C	23.1	0.781	C	23.1	0.781	C	23.2	0.782	C	23.3	0.783	+0.001
Figueroa Pl and I-110 on-ramp/G Street	A	5.0	0.249	A	5.0	0.249	A	5.0	0.251	A	5.0	0.254	+0.003
CP gate 11 and Anaheim St	A	5.0	0.443	A	5.0	0.443	A	5.0	0.444	A	5.0	0.445	+0.001

Notes:
v/c = volume to capacity ratio (capacity utilization ratio)
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

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LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Year 2007
Geometrics: Existing conditions
Ambient Traffic Growth: 1 % per year

	Year 2007			Forecast Year 2007			Plus Proposed Project				Plus Related Project		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C	LOS	DELAY	V/C
Figueroa St and Anaheim St	A	5.0	0.570	A	5.0	0.570	A	5.0	0.594	+0.024	B	5.4	0.604
Figueroa Pl and Anaheim St	C	22.2	0.772	C	22.2	0.772	C	24.7	0.797	+0.025	D	26.0	0.807
Figueroa St and I St./I-110 on-ramp	A	5.0	0.600	A	5.0	0.600	B	8.5	0.635	+0.035	B	9.9	0.649
Figueroa St and G St./I-110 off-ramp	A	5.0	0.308	A	5.0	0.308	A	5.0	0.308	+0.000	A	5.0	0.308
Figueroa Pl and I Street/I-110 off-ramp	C	23.1	0.781	C	23.1	0.781	C	23.2	0.782	+0.001	C	23.3	0.783
Figueroa Pl and I-110 on-ramp/G Street	A	5.0	0.249	A	5.0	0.249	A	5.0	0.253	+0.003	A	5.0	0.254
CP gate 11 and Anaheim St	A	5.0	0.443	A	5.0	0.443	A	5.0	0.444	+0.001	A	5.0	0.445

Notes:
v/c = volume to capacity ratio (capacity utilization ratio)
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

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LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Year 2025
Geometrics: Existing conditions
Ambient Traffic Growth: 1 % per year

	Year 2007			Forecast Year 2025			Plus Related Project			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Figueroa St and Anaheim St													
	A	5.0	0.570	B	11.3	0.663	B	12.3	0.673	B	14.7	0.697	+0.024
Figueroa Pl and Anaheim St													
	C	22.2	0.772	E	40.4	0.902	E	42.4	0.912	E	47.3	0.937	+0.025
Figueroa St and I St./I-110 on-ramp													
	A	5.0	0.600	B	14.9	0.699	C	16.2	0.712	C	19.8	0.748	+0.035
Figueroa St and G St./I-110 off-ramp													
	A	5.0	0.308	A	5.0	0.354	A	5.0	0.354	A	5.0	0.354	+0.000
Figueroa Pl and I Street/I-110 off-ramp													
	C	23.1	0.781	E	42.4	0.912	E	42.7	0.914	E	42.9	0.915	+0.001
Figueroa Pl and I-110 on-ramp/G Street													
	A	5.0	0.249	A	5.0	0.285	A	5.0	0.287	A	5.0	0.290	+0.003
CP gate 11 and Anaheim St													
	A	5.0	0.443	A	5.0	0.514	A	5.0	0.515	A	5.0	0.516	+0.001

Notes:
v/c = volume to capacity ratio (capacity utilization ratio)
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

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LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Year 2025
Geometrics: Existing conditions
Ambient Traffic Growth: 1 % per year

	Year 2007			Forecast Year 2025			Plus Proposed Project				Plus Related Project		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C	LOS	DELAY	V/C
Figueroa St and Anaheim St	A	5.0	0.570	B	11.3	0.663	B	13.8	0.688	+0.024	B	14.7	0.697
Figueroa Pl and Anaheim St	C	22.2	0.772	E	40.4	0.902	E	45.3	0.926	+0.025	E	47.3	0.937
Figueroa St and I St./I-110 on-ramp	A	5.0	0.600	B	14.9	0.699	C	18.4	0.734	+0.035	C	19.8	0.748
Figueroa St and G St./I-110 off-ramp	A	5.0	0.308	A	5.0	0.354	A	5.0	0.354	+0.000	A	5.0	0.354
Figueroa Pl and I Street/I-110 off-ramp	C	23.1	0.781	E	42.4	0.912	E	42.6	0.913	+0.001	E	42.9	0.915
Figueroa Pl and I-110 on-ramp/G Street	A	5.0	0.249	A	5.0	0.285	A	5.0	0.288	+0.003	A	5.0	0.290
CP gate 11 and Anaheim St	A	5.0	0.443	A	5.0	0.514	A	5.0	0.515	+0.001	A	5.0	0.516

Notes:
v/c = volume to capacity ratio (capacity utilization ratio)
delay = average stopped delay in seconds per vehicle
LOS = Level of Service

Figueroa St and Anaheim St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	1
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	57	22	0	0	0	0	0	0	0	0	0	0	79
ET	10	4	0	0	0	0	0	0	0	0	0	0	14
ER	5	2	0	0	0	0	0	0	0	0	0	0	7
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	1
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	73	29	0	0	0	0	0	0	0	0	0	0	102

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	166	0.000	196	0.000	196	0.000	197	0.000
	THRU	2.00	3200	145	0.097	171	0.115	171	0.115	171	0.115
	RIGHT	1.00	1600	170	0.106	201	0.125	201	0.125	201	0.125
SB	LEFT	0.00	0	45	0.000	53	0.000	53	0.000	53	0.000
	THRU	2.00	3200	52	0.030	61	0.036	61	0.036	61	0.036
	RIGHT	1.00	1600	37	0.023	44	0.027	44	0.027	44	0.027
EB	LEFT	1.50	2360	420	0.178	496	0.210	552	0.234	574	0.243
	THRU	1.50	2400	754	0.325	890	0.383	900	0.389	904	0.392
	RIGHT	0.00	0	25	0.000	29	0.000	35	0.000	37	0.000
WB	LEFT	1.00	1600	21	0.013	25	0.015	25	0.015	25	0.015
	THRU	2.00	3200	488	0.245	576	0.289	576	0.289	577	0.289
	RIGHT	0.00	0	295	0.000	348	0.000	348	0.000	348	0.000
Intersection Volume				2618		3089		3162		3191	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.570		0.663		0.688		0.697	
Stopped Delay (sec/veh)				5.0		11.3		13.8		14.7	
LEVEL OF SERVICE (LOS)				A		B		B		B	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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Figueroa Pl and Anaheim St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	2	2	0	0	0	0	0	0	0	0	0	0	4
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	72	28	0	0	0	0	0	0	0	0	0	0	100
ER	5	2	0	0	0	0	0	0	0	0	0	0	7
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	1	1	0	0	0	0	0	0	0	0	0	0	1
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	80	33	0	0	0	0	0	0	0	0	0	0	113

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	15	0.000	18	0.000	18	0.000	18	0.000
	THRU	1.00	1600	4	0.012	5	0.014	5	0.014	5	0.014
	RIGHT	1.00	1600	16	0.010	19	0.012	19	0.012	19	0.012
SB	LEFT	0.00	0	454	0.000	536	0.000	536	0.000	536	0.000
	THRU	2.00	3200	64	0.357	76	0.421	76	0.422	76	0.422
	RIGHT	0.00	0	624	0.000	736	0.000	738	0.000	740	0.000
EB	LEFT	1.00	1600	29	0.018	34	0.021	34	0.021	34	0.021
	THRU	2.00	3200	767	0.268	905	0.316	977	0.340	1005	0.349
	RIGHT	0.00	0	89	0.000	105	0.000	110	0.000	112	0.000
WB	LEFT	1.00	1600	156	0.097	184	0.115	184	0.115	184	0.115
	THRU	2.00	3200	509	0.167	601	0.197	601	0.197	602	0.198
	RIGHT	0.00	0	26	0.000	31	0.000	31	0.000	31	0.000
Intersection Volume				2753		3249		3328		3361	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.772		0.902		0.926		0.937	
Stopped Delay (sec/veh)				22.2		40.4		45.3		47.3	
LEVEL OF SERVICE (LOS)				C		E		E		E	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Figueroa St and I St./I-110 on-ramp

File: C:CPhbrP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	57	22	0	0	0	0	0	0	0	0	0	0	79
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	57	22	0	0	0	0	0	0	0	0	0	0	79

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	1.00	1600	728	0.455	859	0.537	916	0.572	938	0.586
	THRU	1.00	1600	98	0.088	116	0.104	116	0.104	116	0.104
	RIGHT	0.00	0	43	0.000	51	0.000	51	0.000	51	0.000
SB	LEFT	0.00	0	2	0.000	2	0.000	2	0.000	2	0.000
	THRU	2.00	3200	121	0.038	143	0.045	143	0.045	143	0.045
	RIGHT	1.00	1600	29	0.018	34	0.021	34	0.021	34	0.021
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	0.00	0	13	0.000	15	0.000	15	0.000	15	0.000
	THRU	1.00	1600	62	0.056	73	0.066	73	0.066	73	0.066
	RIGHT	0.00	0	15	0.000	18	0.000	18	0.000	18	0.000
Intersection Volume				1111		1311		1368		1390	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.600		0.699		0.734		0.748	
Stopped Delay (sec/veh)				5.0		14.9		18.4		19.8	
LEVEL OF SERVICE (LOS)				A		B		C		C	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Figueroa St and G St./I-110 off-ramp

File: C:CPhbrP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	5	2	0	0	0	0	0	0	0	0	0	0	7
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	5	2	0	0	0	0	0	0	0	0	0	0	8

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	166	0.054	196	0.063	196	0.063	196	0.064
	RIGHT	0.00	0	6	0.000	7	0.000	7	0.000	7	0.000
SB	LEFT	0.00	0	10	0.000	12	0.000	12	0.000	12	0.000
	THRU	2.00	3200	97	0.033	114	0.039	120	0.041	122	0.042
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	292	0.000	345	0.000	345	0.000	345	0.000
	THRU	1.00	1600	34	0.204	40	0.240	40	0.241	40	0.241
	RIGHT	1.00	1600	39	0.024	46	0.029	46	0.029	46	0.029
WB	LEFT	0.00	0	5	0.000	6	0.000	6	0.000	6	0.000
	THRU	1.00	1600	0	0.009	0	0.011	0	0.011	0	0.011
	RIGHT	0.00	0	10	0.000	12	0.000	12	0.000	12	0.000
Intersection Volume				659		778		783		785	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.308		0.354		0.354		0.354	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Figueroa Pl and I Street/I-110 off-ramp

File: C:CPhbrP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	2	2	0	0	0	0	0	0	0	0	0	0	4
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	2	2	0	0	0	0	0	0	0	0	0	0	4

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	3	0.000	4	0.000	4	0.000	4	0.000
	THRU	1.00	1600	60	0.039	71	0.046	71	0.046	71	0.046
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	1.00	1600	104	0.070	123	0.083	123	0.083	123	0.083
	RIGHT	0.00	0	8	0.000	9	0.000	9	0.000	9	0.000
EB	LEFT	0.00	0	1	0.000	1	0.000	1	0.000	1	0.000
	THRU	1.00	1600	0	0.009	0	0.010	0	0.010	0	0.010
	RIGHT	0.00	0	13	0.000	15	0.000	15	0.000	15	0.000
WB	LEFT	1.00	1600	1043	0.652	1231	0.769	1232	0.770	1235	0.772
	THRU	1.00	1600	22	0.105	26	0.124	26	0.124	26	0.124
	RIGHT	0.00	0	146	0.000	172	0.000	172	0.000	172	0.000
Intersection Volume				1400		1652		1654		1656	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.781		0.912		0.913		0.915	
Stopped Delay (sec/veh)				23.1		42.4		42.6		42.9	
LEVEL OF SERVICE (LOS)				C		E		E		E	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Figueroa Pl and I-110 on-ramp/G Street

File: C:CPhbrP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	5	2	0	0	0	0	0	0	0	0	0	0	7
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	5	2	0	0	0	0	0	0	0	0	0	0	7

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	3	0.000	4	0.000	4	0.000	4	0.000
	THRU	1.00	1600	30	0.021	35	0.024	35	0.024	35	0.024
	RIGHT	1.00	1600	1	0.001	1	0.001	1	0.001	1	0.001
SB	LEFT	0.00	0	279	0.000	329	0.000	334	0.000	336	0.000
	THRU	1.00	1600	24	0.196	28	0.232	28	0.235	28	0.236
	RIGHT	0.00	0	11	0.000	13	0.000	13	0.000	13	0.000
EB	LEFT	0.00	0	5	0.000	6	0.000	6	0.000	6	0.000
	THRU	1.00	1600	0	0.003	0	0.004	0	0.004	0	0.004
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				353		417		422		424	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.249		0.285		0.288		0.290	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

CP gate 11 and Anaheim St

File: C:CPhbrP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	77	30	0	0	0	0	0	0	0	0	0	0	107
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	2	3	0	0	0	0	0	0	0	0	0	0	5
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	80	33	0	0	0	0	0	0	0	0	0	0	113

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	1.00	1600	23	0.014	27	0.017	27	0.017	27	0.017
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	51	0.032	60	0.038	60	0.038	60	0.038
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	842	0.263	994	0.310	1071	0.335	1101	0.344
	RIGHT	1.00	1600	8	0.005	9	0.006	9	0.006	9	0.006
WB	LEFT	1.00	1600	20	0.013	24	0.015	24	0.015	24	0.015
	THRU	2.00	3200	1213	0.379	1431	0.447	1434	0.448	1437	0.449
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				2157		2545		2625		2658	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.443		0.514		0.515		0.516	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

INTERSECTION LEVEL OF SERVICE ANALYSIS

Intersection: Gaffey Street-Palos Verdes Dr.north-Normandy/Vermont-Anaheim Street

Scenario: **Year 2007** with Project Construction Traffic

	MOVEMENT	LANES	CAPACITY	PHASE NO.	P.M. PEAK HOUR VOLUME	V/C	Critical
Palos Verdes							
	NL	1	1800	2	31	0.02	
	NT	2	3600	2	283	0.08	
	NR	2	3600	2	590	0.16	0.16
Gaffey							
	NL	1	1600	*	220	0.14	0.14
	NT	2	3600	1	309	0.09	
	NR	1		FREE	65		
Normandy/Vermont							
	SL	1	1600	*	25	0.02	
	ST	3	5400	1	786	0.15	0.15
	SR	0		1	36		
Anaheim (west leg)							
	EL	1	1800	4	25	0.01	
	ET	2	3600	4	213	0.16	0.16
	ER	0		4	359		
Anaheim (east leg)		3	5400	3	1298	0.24	0.24
	WL	SHARED			755		
	WT	SHARED			403		
	WR	SHARED			139		
LOST TIME:							0.05
						SUM=	0.90
						LOS=	**D**

Scenario: **Year 2025** (with 1% per year annual background traffic growth rate)

	MOVEMENT	LANES	CAPACITY	PHASE NO.	P.M. PEAK HOUR VOLUME	V/C	Critical
Palos Verdes							
	NL	1	1800	2	37	0.02	
	NT	2	3600	2	334	0.09	
	NR	2	3600	2	696	0.19	0.19
Gaffey							
	NL	1	1600	*	260	0.16	0.16
	NT	2	3600	1	365	0.10	
	NR	1		FREE	77		
Normandy/Vermont							
	SL	1	1600	*	30	0.02	
	ST	3	5400	1	927	0.17	0.17
	SR	0		1	42		
Anaheim (west leg)							
	EL	1	1800	4	30	0.02	
	ET	2	3600	4	251	0.19	0.19
	ER	0		4	424		
Anaheim (east leg)		3	5400	3	1536	0.28	0.28
	WL	SHARED			892		
	WT	SHARED			478		
	WR	SHARED			166		
LOST TIME:							0.05
						SUM=	1.04
						LOS=	**F**

Note: * = permissive left turn on through phase.

Figueroa St and Anaheim St

File: C:CPhbrP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	1
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	57	22	0	0	0	0	0	0	0	0	0	0	79
ET	10	4	0	0	0	0	0	0	0	0	0	0	14
ER	5	2	0	0	0	0	0	0	0	0	0	0	7
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	1
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	73	29	0	0	0	0	0	0	0	0	0	0	102

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	166	0.000	166	0.000	166	0.000	167	0.000
	THRU	2.00	3200	145	0.097	145	0.097	145	0.097	145	0.097
	RIGHT	1.00	1600	170	0.106	170	0.106	170	0.106	170	0.106
SB	LEFT	0.00	0	45	0.000	45	0.000	45	0.000	45	0.000
	THRU	2.00	3200	52	0.030	52	0.030	52	0.030	52	0.030
	RIGHT	1.00	1600	37	0.023	37	0.023	37	0.023	37	0.023
EB	LEFT	1.50	2360	420	0.178	420	0.178	477	0.202	499	0.211
	THRU	1.50	2400	754	0.325	754	0.325	764	0.331	768	0.334
	RIGHT	0.00	0	25	0.000	25	0.000	30	0.000	32	0.000
WB	LEFT	1.00	1600	21	0.013	21	0.013	21	0.013	21	0.013
	THRU	2.00	3200	488	0.245	488	0.245	488	0.245	489	0.245
	RIGHT	0.00	0	295	0.000	295	0.000	295	0.000	295	0.000
Intersection Volume				2618		2618		2691		2720	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.570		0.570		0.594		0.604	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.4	
LEVEL OF SERVICE (LOS)				A		A		A		B	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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Figueroa Pl and Anaheim St

File: C:CPhbrP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	2	2	0	0	0	0	0	0	0	0	0	0	4
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	72	28	0	0	0	0	0	0	0	0	0	0	100
ER	5	2	0	0	0	0	0	0	0	0	0	0	7
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	1	1	0	0	0	0	0	0	0	0	0	0	1
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	80	33	0	0	0	0	0	0	0	0	0	0	113

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	15	0.000	15	0.000	15	0.000	15	0.000
	THRU	1.00	1600	4	0.012	4	0.012	4	0.012	4	0.012
	RIGHT	1.00	1600	16	0.010	16	0.010	16	0.010	16	0.010
SB	LEFT	0.00	0	454	0.000	454	0.000	454	0.000	454	0.000
	THRU	2.00	3200	64	0.357	64	0.357	64	0.357	64	0.358
	RIGHT	0.00	0	624	0.000	624	0.000	626	0.000	628	0.000
EB	LEFT	1.00	1600	29	0.018	29	0.018	29	0.018	29	0.018
	THRU	2.00	3200	767	0.268	767	0.268	839	0.292	867	0.301
	RIGHT	0.00	0	89	0.000	89	0.000	94	0.000	96	0.000
WB	LEFT	1.00	1600	156	0.097	156	0.097	156	0.097	156	0.097
	THRU	2.00	3200	509	0.167	509	0.167	510	0.167	510	0.168
	RIGHT	0.00	0	26	0.000	26	0.000	26	0.000	26	0.000
Intersection Volume				2753		2753		2833		2866	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.772		0.772		0.797		0.807	
Stopped Delay (sec/veh)				22.2		22.2		24.7		26.0	
LEVEL OF SERVICE (LOS)				C		C		C		D	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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Figueroa St and I St./I-110 on-ramp

File: C:CPhbrP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	57	22	0	0	0	0	0	0	0	0	0	0	79
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	57	22	0	0	0	0	0	0	0	0	0	0	79

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	1.00	1600	728	0.455	728	0.455	785	0.490	807	0.504
	THRU	1.00	1600	98	0.088	98	0.088	98	0.088	98	0.088
	RIGHT	0.00	0	43	0.000	43	0.000	43	0.000	43	0.000
SB	LEFT	0.00	0	2	0.000	2	0.000	2	0.000	2	0.000
	THRU	2.00	3200	121	0.038	121	0.038	121	0.038	121	0.038
	RIGHT	1.00	1600	29	0.018	29	0.018	29	0.018	29	0.018
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	0.00	0	13	0.000	13	0.000	13	0.000	13	0.000
	THRU	1.00	1600	62	0.056	62	0.056	62	0.056	62	0.056
	RIGHT	0.00	0	15	0.000	15	0.000	15	0.000	15	0.000
Intersection Volume				1111		1111		1168		1190	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.600		0.600		0.635		0.649	
Stopped Delay (sec/veh)				5.0		5.0		8.5		9.9	
LEVEL OF SERVICE (LOS)				A		A		B		B	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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Figueroa St and G St./I-110 off-ramp

File: C:CPhbrP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	5	2	0	0	0	0	0	0	0	0	0	0	7
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	5	2	0	0	0	0	0	0	0	0	0	0	8

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement	Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	166	0.054	166	0.054	166	0.054	166	0.054
RIGHT	0.00	0	6	0.000	6	0.000	6	0.000	6	0.000
SB LEFT	0.00	0	10	0.000	10	0.000	10	0.000	10	0.000
THRU	2.00	3200	97	0.033	97	0.033	102	0.035	104	0.036
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	292	0.000	292	0.000	292	0.000	292	0.000
THRU	1.00	1600	34	0.204	34	0.204	34	0.204	34	0.204
RIGHT	1.00	1600	39	0.024	39	0.024	39	0.024	39	0.024
WB LEFT	0.00	0	5	0.000	5	0.000	5	0.000	5	0.000
THRU	1.00	1600	0	0.009	0	0.009	0	0.009	0	0.009
RIGHT	0.00	0	10	0.000	10	0.000	10	0.000	10	0.000
Intersection Volume			659		659		664		667	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.308		0.308		0.308		0.308	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Figueroa Pl and I Street/I-110 off-ramp

File: C:CPhbrP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	2	2	0	0	0	0	0	0	0	0	0	0	4
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	2	2	0	0	0	0	0	0	0	0	0	0	4

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	3	0.000	3	0.000	3	0.000	3	0.000
	THRU	1.00	1600	60	0.039	60	0.039	60	0.039	60	0.039
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	1.00	1600	104	0.070	104	0.070	104	0.070	104	0.070
	RIGHT	0.00	0	8	0.000	8	0.000	8	0.000	8	0.000
EB	LEFT	0.00	0	1	0.000	1	0.000	1	0.000	1	0.000
	THRU	1.00	1600	0	0.009	0	0.009	0	0.009	0	0.009
	RIGHT	0.00	0	13	0.000	13	0.000	13	0.000	13	0.000
WB	LEFT	1.00	1600	1043	0.652	1043	0.652	1045	0.653	1047	0.654
	THRU	1.00	1600	22	0.105	22	0.105	22	0.105	22	0.105
	RIGHT	0.00	0	146	0.000	146	0.000	146	0.000	146	0.000
Intersection Volume				1400		1400		1402		1404	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.781		0.781		0.782		0.783	
Stopped Delay (sec/veh)				23.1		23.1		23.2		23.3	
LEVEL OF SERVICE (LOS)				C		C		C		C	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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Figueroa Pl and I-110 on-ramp/G Street

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	5	2	0	0	0	0	0	0	0	0	0	0	7
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	5	2	0	0	0	0	0	0	0	0	0	0	7

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	3	0.000	3	0.000	3	0.000	3	0.000
	THRU	1.00	1600	30	0.021	30	0.021	30	0.021	30	0.021
	RIGHT	1.00	1600	1	0.001	1	0.001	1	0.001	1	0.001
SB	LEFT	0.00	0	279	0.000	279	0.000	284	0.000	286	0.000
	THRU	1.00	1600	24	0.196	24	0.196	24	0.199	24	0.201
	RIGHT	0.00	0	11	0.000	11	0.000	11	0.000	11	0.000
EB	LEFT	0.00	0	5	0.000	5	0.000	5	0.000	5	0.000
	THRU	1.00	1600	0	0.003	0	0.003	0	0.003	0	0.003
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				353		353		358		360	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.249		0.249		0.253		0.254	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

CP gate 11 and Anaheim St

File: C:CPhbrP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	77	30	0	0	0	0	0	0	0	0	0	0	107
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	2	3	0	0	0	0	0	0	0	0	0	0	5
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	80	33	0	0	0	0	0	0	0	0	0	0	113

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2007 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	1.00	1600	23	0.014	23	0.014	23	0.014	23	0.014
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	51	0.032	51	0.032	51	0.032	51	0.032
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	842	0.263	842	0.263	919	0.287	949	0.297
	RIGHT	1.00	1600	8	0.005	8	0.005	8	0.005	8	0.005
WB	LEFT	1.00	1600	20	0.013	20	0.013	20	0.013	20	0.013
	THRU	2.00	3200	1213	0.379	1213	0.379	1215	0.380	1218	0.381
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				2157		2157		2237		2270	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.443		0.443		0.444		0.445	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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Alameda St and I-405 NB ramps

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	2	16	0	0	0	0	0	0	0	0	0	0	18
NR	8	82	0	0	0	0	0	0	0	0	0	0	90
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	1	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	3	0	0	0	0	0	0	0	0	0	0	3
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	10	102	0	0	0	0	0	0	0	0	0	0	112

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	944	0.295	1114	0.348	1115	0.349	1132	0.354
	RIGHT	1.00	1600	146	0.091	172	0.108	180	0.113	262	0.164
SB	LEFT	1.00	1600	97	0.061	114	0.072	114	0.072	114	0.072
	THRU	3.00	4800	845	0.176	997	0.208	997	0.208	998	0.208
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	247	0.154	291	0.182	292	0.182	294	0.184
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	339	0.212	400	0.250	400	0.250	400	0.250
Intersection Volume				2618		3089		3099		3201	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.560		0.652		0.652		0.659	
Stopped Delay (sec/veh)				5.0		10.2		10.2		10.9	
LEVEL OF SERVICE (LOS)				A		B		B		B	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Alameda St and 223rd connector

File: C:CPcsnP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	2	16	0	0	0	0	0	0	0	0	0	0	18
NR	9	99	0	0	0	0	0	0	0	0	0	0	108
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	1	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	3	0	0	0	0	0	0	0	0	0	0	4
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	11	119	0	0	0	0	0	0	0	0	0	0	130

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	983	0.292	1160	0.345	1161	0.347	1178	0.371
	RIGHT	0.00	0	420	0.000	496	0.000	505	0.000	604	0.000
SB	LEFT	1.00	1600	149	0.093	176	0.110	176	0.110	176	0.110
	THRU	3.00	4800	922	0.192	1088	0.227	1088	0.227	1089	0.227
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	119	0.074	140	0.088	141	0.088	144	0.090
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	118	0.074	139	0.087	139	0.087	139	0.087
Intersection Volume				2711		3199		3210		3329	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.510		0.593		0.595		0.621	
Stopped Delay (sec/veh)				5.0		5.0		5.0		7.1	
LEVEL OF SERVICE (LOS)				A		A		A		B	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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ICTF entry/I-405 Ramps and Wardlow/223rd St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	3	0	0	0	0	0	0	0	0	0	0	3
EL	8	82	0	0	0	0	0	0	0	0	0	0	90
ET	2	16	0	0	0	0	0	0	0	0	0	0	18
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	1	0	0	0	0	0	0	0	0	0	0	1
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	10	102	0	0	0	0	0	0	0	0	0	0	112

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	1	0.000	1	0.000	1	0.000	1	0.000
	THRU	1.00	1600	0	0.002	0	0.002	0	0.002	0	0.002
	RIGHT	0.00	0	2	0.000	2	0.000	2	0.000	2	0.000
SB	LEFT	1.00	1600	76	0.047	90	0.056	90	0.056	90	0.056
	THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	41	0.026	48	0.030	49	0.030	51	0.032
EB	LEFT	2.00	3120	832	0.267	982	0.315	990	0.317	1072	0.344
	THRU	2.00	3200	1125	0.352	1328	0.415	1329	0.415	1346	0.420
	RIGHT	1.00	1600	2	0.001	2	0.001	2	0.001	2	0.001
WB	LEFT	1.00	1600	1	0.001	1	0.001	1	0.001	1	0.001
	THRU	2.00	3200	406	0.127	479	0.150	479	0.150	480	0.150
	RIGHT	1.00	1600	88	0.055	104	0.065	104	0.065	104	0.065
Intersection Volume				2574		3037		3047		3149	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.493		0.573		0.575		0.602	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.2	
LEVEL OF SERVICE (LOS)				A		A		A		B	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

/Alameda connector and 223rd St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	9	99	0	0	0	0	0	0	0	0	0	0	108
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	3	0	0	0	0	0	0	0	0	0	0	4
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	10	102	0	0	0	0	0	0	0	0	0	0	112

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	88	0.000	104	0.000	104	0.000	104	0.000
	THRU	2.00	3200	0	0.179	0	0.211	0	0.214	0	0.245
	RIGHT	0.00	0	485	0.000	572	0.000	582	0.000	680	0.000
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	1499	0.468	1769	0.553	1769	0.553	1769	0.553
	RIGHT	1.00	1600	105	0.066	124	0.077	124	0.077	124	0.077
WB	LEFT	2.00	3120	105	0.034	124	0.040	124	0.040	127	0.041
	THRU	3.00	4800	344	0.072	406	0.085	406	0.085	406	0.085
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				2626		3099		3108		3210	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.731		0.854		0.857		0.889	
Stopped Delay (sec/veh)				18.1		33.1		33.5		38.3	
LEVEL OF SERVICE (LOS)				C		D		D		D	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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Alameda St and Sepulveda connector/

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	2	0	0	0	0	0	0	0	0	0	0	2
SL	1	7	0	0	0	0	0	0	0	0	0	0	7
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	5	49	0	0	0	0	0	0	0	0	0	0	54
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	19	197	0	0	0	0	0	0	0	0	0	0	216
Sum	24	255	0	0	0	0	0	0	0	0	0	0	279

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	995	0.223	1174	0.263	1174	0.263	1174	0.264
	RIGHT	0.00	0	76	0.000	90	0.000	90	0.000	91	0.000
SB	LEFT	1.00	1600	201	0.126	237	0.148	238	0.149	244	0.153
	THRU	3.00	4800	793	0.165	936	0.195	936	0.195	936	0.195
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.10	1752	78	0.045	92	0.053	97	0.055	146	0.083
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.90	2968	442	0.149	522	0.176	540	0.182	738	0.249
Intersection Volume				2585		3050		3074		3329	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.443		0.514		0.517		0.550	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

/Alameda connector and Sepulveda Blvd

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	1	8	0	0	0	0	0	0	0	0	0	0	9
EL	23	247	0	0	0	0	0	0	0	0	0	0	270
ET	3	33	0	0	0	0	0	0	0	0	0	0	36
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	1	0	0	0	0	0	0	0	0	0	0	1
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	27	289	0	0	0	0	0	0	0	0	0	0	316

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	6	0.000	7	0.000	7	0.000	7	0.000
	THRU	1.00	1600	9	0.018	11	0.021	11	0.021	11	0.021
	RIGHT	0.00	0	14	0.000	17	0.000	17	0.000	17	0.000
SB	LEFT	1.50	2360	149	0.063	176	0.074	176	0.074	176	0.074
	THRU	0.00	0	13	0.000	15	0.000	15	0.000	15	0.000
	RIGHT	1.50	2360	154	0.065	182	0.077	182	0.077	191	0.081
EB	LEFT	1.00	1600	254	0.159	300	0.187	323	0.202	570	0.356
	THRU	3.00	4800	605	0.127	714	0.150	717	0.151	750	0.158
	RIGHT	0.00	0	7	0.000	8	0.000	8	0.000	8	0.000
WB	LEFT	1.00	1600	7	0.004	8	0.005	8	0.005	8	0.005
	THRU	2.00	3200	602	0.287	710	0.339	710	0.339	712	0.340
	RIGHT	0.00	0	318	0.000	375	0.000	375	0.000	375	0.000
Intersection Volume				2138		2523		2550		2839	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.578		0.672		0.687		0.842	
Stopped Delay (sec/veh)				5.0		12.2		13.7		31.2	
LEVEL OF SERVICE (LOS)				A		B		B		D	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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CP entrance/ and Sepulveda Blvd

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	5	49	0	0	0	0	0	0	0	0	0	0	54
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	26	280	0	0	0	0	0	0	0	0	0	0	306
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	2	0	0	0	0	0	0	0	0	0	0	2
WL	1	9	0	0	0	0	0	0	0	0	0	0	10
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	32	340	0	0	0	0	0	0	0	0	0	0	372

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	11	0.000	13	0.000	18	0.000	67	0.000
	THRU	1.00	1600	0	0.023	0	0.027	0	0.046	0	0.252
	RIGHT	0.00	0	25	0.000	29	0.000	56	0.000	335	0.000
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	840	0.262	991	0.310	991	0.310	991	0.310
	RIGHT	1.00	1600	5	0.003	6	0.004	6	0.004	8	0.005
WB	LEFT	1.00	1600	16	0.010	19	0.012	20	0.012	29	0.018
	THRU	2.00	3200	743	0.232	877	0.274	877	0.274	877	0.274
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				1640		1935		1967		2307	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.345		0.398		0.418		0.629	
Stopped Delay (sec/veh)				5.0		5.0		5.0		7.9	
LEVEL OF SERVICE (LOS)				A		A		A		B	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Alameda St and PCH connector/

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	1	0	0	0	0	0	0	0	0	0	0	1
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	3	33	0	0	0	0	0	0	0	0	0	0	36
ST	2	16	0	0	0	0	0	0	0	0	0	0	18
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	1	0	0	0	0	0	0	0	0	0	0	1
Sum	5	51	0	0	0	0	0	0	0	0	0	0	56

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	727	0.154	858	0.182	858	0.182	858	0.182
	RIGHT	0.00	0	13	0.000	15	0.000	15	0.000	15	0.000
SB	LEFT	1.00	1600	31	0.019	37	0.023	40	0.025	73	0.045
	THRU	3.00	4800	685	0.143	808	0.168	810	0.169	826	0.172
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	14	0.009	17	0.010	17	0.010	17	0.010
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	57	0.036	67	0.042	67	0.042	68	0.043
Intersection Volume				1527		1802		1807		1858	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.232		0.265		0.267		0.288	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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Wilmington Ave and Sepulveda Blvd

File: C:CPcsnP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	1	0	0	0	0	0	0	0	0	0	0	1
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	1	0	0	0	0	0	0	0	0	0	0	1
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	3	33	0	0	0	0	0	0	0	0	0	0	36
WR	2	16	0	0	0	0	0	0	0	0	0	0	18
Sum	5	51	0	0	0	0	0	0	0	0	0	0	56

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2025
* Geometrics: Existing conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2025 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	1.00	1600	14	0.009	17	0.010	17	0.010	17	0.010
	THRU	2.00	3200	430	0.134	507	0.159	507	0.159	507	0.159
	RIGHT	1.00	1600	119	0.074	140	0.088	140	0.088	140	0.088
SB	LEFT	1.00	1600	101	0.063	119	0.074	119	0.075	120	0.075
	THRU	2.00	3200	395	0.123	466	0.146	466	0.146	466	0.146
	RIGHT	1.00	1600	116	0.072	137	0.086	137	0.086	137	0.086
EB	LEFT	1.00	1600	222	0.139	262	0.164	262	0.164	262	0.164
	THRU	2.00	3200	662	0.207	781	0.244	781	0.244	782	0.244
	RIGHT	1.00	(Free)	18		21		21		21	
WB	LEFT	1.00	1600	124	0.078	146	0.091	146	0.091	146	0.091
	THRU	2.00	3200	531	0.166	627	0.196	630	0.197	663	0.207
	RIGHT	1.00	1600	101	0.063	119	0.074	121	0.075	137	0.086
Intersection Volume				2833		3343		3348		3399	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.552		0.643		0.644		0.654	
Stopped Delay (sec/veh)				5.0		9.3		9.4		10.4	
LEVEL OF SERVICE (LOS)				A		B		B		B	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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Alameda St and I-405 NB ramps

File: C:CPcsnP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	2	16	0	0	0	0	0	0	0	0	0	0	18
NR	8	82	0	0	0	0	0	0	0	0	0	0	90
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	1	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	3	0	0	0	0	0	0	0	0	0	0	3
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	10	102	0	0	0	0	0	0	0	0	0	0	112

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	944	0.295	944	0.295	946	0.295	962	0.301
	RIGHT	1.00	1600	146	0.091	146	0.091	154	0.096	236	0.148
SB	LEFT	1.00	1600	97	0.061	97	0.061	97	0.061	97	0.061
	THRU	3.00	4800	845	0.176	845	0.176	845	0.176	846	0.176
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	247	0.154	247	0.154	247	0.155	250	0.156
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	339	0.212	339	0.212	339	0.212	339	0.212
Intersection Volume				2618		2618		2628		2730	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.560		0.560		0.561		0.567	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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Alameda St and 223rd connector

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	2	16	0	0	0	0	0	0	0	0	0	0	18
NR	9	99	0	0	0	0	0	0	0	0	0	0	108
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	1	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	3	0	0	0	0	0	0	0	0	0	0	4
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	11	119	0	0	0	0	0	0	0	0	0	0	130

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	983	0.292	983	0.292	985	0.295	1001	0.319
	RIGHT	0.00	0	420	0.000	420	0.000	429	0.000	528	0.000
SB	LEFT	1.00	1600	149	0.093	149	0.093	149	0.093	149	0.093
	THRU	3.00	4800	922	0.192	922	0.192	922	0.192	923	0.192
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	119	0.074	119	0.074	119	0.075	123	0.077
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	118	0.074	118	0.074	118	0.074	118	0.074
Intersection Volume				2711		2711		2722		2841	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.510		0.510		0.512		0.538	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

ICTF entry/I-405 Ramps and Wardlow/223rd St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	3	0	0	0	0	0	0	0	0	0	0	3
EL	8	82	0	0	0	0	0	0	0	0	0	0	90
ET	2	16	0	0	0	0	0	0	0	0	0	0	18
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	1	0	0	0	0	0	0	0	0	0	0	1
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	10	102	0	0	0	0	0	0	0	0	0	0	112

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	1	0.000	1	0.000	1	0.000	1	0.000
	THRU	1.00	1600	0	0.002	0	0.002	0	0.002	0	0.002
	RIGHT	0.00	0	2	0.000	2	0.000	2	0.000	2	0.000
SB	LEFT	1.00	1600	76	0.047	76	0.047	76	0.047	76	0.047
	THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	41	0.026	41	0.026	41	0.026	44	0.027
EB	LEFT	2.00	3120	832	0.267	832	0.267	840	0.269	922	0.296
	THRU	2.00	3200	1125	0.352	1125	0.352	1127	0.352	1143	0.357
	RIGHT	1.00	1600	2	0.001	2	0.001	2	0.001	2	0.001
WB	LEFT	1.00	1600	1	0.001	1	0.001	1	0.001	1	0.001
	THRU	2.00	3200	406	0.127	406	0.127	406	0.127	407	0.127
	RIGHT	1.00	1600	88	0.055	88	0.055	88	0.055	88	0.055
Intersection Volume				2574		2574		2584		2686	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.493		0.493		0.495		0.522	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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/Alameda connector and 223rd St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	9	99	0	0	0	0	0	0	0	0	0	0	108
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	3	0	0	0	0	0	0	0	0	0	0	4
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	10	102	0	0	0	0	0	0	0	0	0	0	112

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	88	0.000	88	0.000	88	0.000	88	0.000
	THRU	2.00	3200	0	0.179	0	0.179	0	0.182	0	0.213
	RIGHT	0.00	0	485	0.000	485	0.000	494	0.000	593	0.000
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	1499	0.468	1499	0.468	1499	0.468	1499	0.468
	RIGHT	1.00	1600	105	0.066	105	0.066	105	0.066	105	0.066
WB	LEFT	2.00	3120	105	0.034	105	0.034	105	0.034	109	0.035
	THRU	3.00	4800	344	0.072	344	0.072	344	0.072	344	0.072
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				2626		2626		2636		2738	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.731		0.731		0.734		0.766	
Stopped Delay (sec/veh)				18.1		18.1		18.4		21.6	
LEVEL OF SERVICE (LOS)				C		C		C		C	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Alameda St and Sepulveda connector/

File: C:CPcsnP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	2	0	0	0	0	0	0	0	0	0	0	2
SL	1	7	0	0	0	0	0	0	0	0	0	0	7
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	5	49	0	0	0	0	0	0	0	0	0	0	54
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	19	197	0	0	0	0	0	0	0	0	0	0	216
Sum	24	255	0	0	0	0	0	0	0	0	0	0	279

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	995	0.223	995	0.223	995	0.223	995	0.223
	RIGHT	0.00	0	76	0.000	76	0.000	76	0.000	78	0.000
SB	LEFT	1.00	1600	201	0.126	201	0.126	202	0.126	208	0.130
	THRU	3.00	4800	793	0.165	793	0.165	793	0.165	793	0.165
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.10	1752	78	0.045	78	0.045	83	0.047	132	0.075
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.90	2968	442	0.149	442	0.149	461	0.155	658	0.222
Intersection Volume				2585		2585		2609		2864	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.443		0.443		0.446		0.479	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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/Alameda connector and Sepulveda Blvd

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	1	8	0	0	0	0	0	0	0	0	0	0	9
EL	23	247	0	0	0	0	0	0	0	0	0	0	270
ET	3	33	0	0	0	0	0	0	0	0	0	0	36
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	1	0	0	0	0	0	0	0	0	0	0	1
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	27	289	0	0	0	0	0	0	0	0	0	0	316

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	6	0.000	6	0.000	6	0.000	6	0.000
	THRU	1.00	1600	9	0.018	9	0.018	9	0.018	9	0.018
	RIGHT	0.00	0	14	0.000	14	0.000	14	0.000	14	0.000
SB	LEFT	1.50	2360	149	0.063	149	0.063	149	0.063	149	0.063
	THRU	0.00	0	13	0.000	13	0.000	13	0.000	13	0.000
	RIGHT	1.50	2360	154	0.065	154	0.065	155	0.066	163	0.069
EB	LEFT	1.00	1600	254	0.159	254	0.159	277	0.173	524	0.327
	THRU	3.00	4800	605	0.127	605	0.127	608	0.128	641	0.135
	RIGHT	0.00	0	7	0.000	7	0.000	7	0.000	7	0.000
WB	LEFT	1.00	1600	7	0.004	7	0.004	7	0.004	7	0.004
	THRU	2.00	3200	602	0.287	602	0.287	602	0.288	603	0.288
	RIGHT	0.00	0	318	0.000	318	0.000	318	0.000	318	0.000
Intersection Volume				2138		2138		2165		2454	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.578		0.578		0.592		0.747	
Stopped Delay (sec/veh)				5.0		5.0		5.0		19.7	
LEVEL OF SERVICE (LOS)				A		A		A		C	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

CP entrance/ and Sepulveda Blvd

File: C:CPcsnP.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	5	49	0	0	0	0	0	0	0	0	0	0	54
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	26	280	0	0	0	0	0	0	0	0	0	0	306
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	2	0	0	0	0	0	0	0	0	0	0	2
WL	1	9	0	0	0	0	0	0	0	0	0	0	10
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	32	340	0	0	0	0	0	0	0	0	0	0	372

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	11	0.000	11	0.000	16	0.000	65	0.000
	THRU	1.00	1600	0	0.023	0	0.023	0	0.042	0	0.247
	RIGHT	0.00	0	25	0.000	25	0.000	51	0.000	331	0.000
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	840	0.262	840	0.262	840	0.262	840	0.262
	RIGHT	1.00	1600	5	0.003	5	0.003	5	0.003	7	0.004
WB	LEFT	1.00	1600	16	0.010	16	0.010	17	0.011	26	0.016
	THRU	2.00	3200	743	0.232	743	0.232	743	0.232	743	0.232
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				1640		1640		1672		2012	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.345		0.345		0.365		0.576	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

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Alameda St and PCH connector/

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	1	0	0	0	0	0	0	0	0	0	0	1
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	3	33	0	0	0	0	0	0	0	0	0	0	36
ST	2	16	0	0	0	0	0	0	0	0	0	0	18
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	1	0	0	0	0	0	0	0	0	0	0	1
Sum	5	51	0	0	0	0	0	0	0	0	0	0	56

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2007 Volume	Forecast Year 2007 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	727	0.154	727	0.154	727	0.154	728	0.154
	RIGHT	0.00	0	13	0.000	13	0.000	13	0.000	13	0.000
SB	LEFT	1.00	1600	31	0.019	31	0.019	34	0.021	67	0.042
	THRU	3.00	4800	685	0.143	685	0.143	687	0.143	703	0.146
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	14	0.009	14	0.009	14	0.009	14	0.009
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	57	0.036	57	0.036	57	0.036	58	0.036
Intersection Volume				1527		1527		1532		1583	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.232		0.232		0.234		0.255	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.

Wilmington Ave and Sepulveda Blvd

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

Projects or Project Groups (1 = Proposed Project)

	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	1	0	0	0	0	0	0	0	0	0	0	1
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	1	0	0	0	0	0	0	0	0	0	0	1
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	3	33	0	0	0	0	0	0	0	0	0	0	36
WR	2	16	0	0	0	0	0	0	0	0	0	0	18
Sum	5	51	0	0	0	0	0	0	0	0	0	0	56

INTERSECTION LEVEL OF SERVICE (LOS)

* Scenario: Year 2007
* Geometrics: Existing conditions

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2007 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	1.00	1600	14	0.009	14	0.009	14	0.009	14	0.009
	THRU	2.00	3200	430	0.134	430	0.134	430	0.134	430	0.134
	RIGHT	1.00	1600	119	0.074	119	0.074	119	0.074	119	0.074
SB	LEFT	1.00	1600	101	0.063	101	0.063	101	0.063	102	0.063
	THRU	2.00	3200	395	0.123	395	0.123	395	0.123	395	0.123
	RIGHT	1.00	1600	116	0.072	116	0.072	116	0.072	116	0.072
EB	LEFT	1.00	1600	222	0.139	222	0.139	222	0.139	222	0.139
	THRU	2.00	3200	662	0.207	662	0.207	662	0.207	663	0.207
	RIGHT	1.00	(Free)	18		18		18		18	
WB	LEFT	1.00	1600	124	0.078	124	0.078	124	0.078	124	0.078
	THRU	2.00	3200	531	0.166	531	0.166	534	0.167	567	0.177
	RIGHT	1.00	1600	101	0.063	101	0.063	103	0.064	119	0.074
Intersection Volume				2833		2833		2838		2889	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.552		0.552		0.553		0.564	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

Note: If turns must be made from a through lane, turning volumes are included in the v/c ratio of the through lane. A curb lane 20 feet or wider is treated as having an unmarked right turn pocket.