APPENDIX F

Traffic Level of Service Analysis

C:2008AM.ivc

LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Scenario: 2008 AM Peak Hour

Geometrics: Existing Geometrics

Ambient Traffic Growth: .5 % per year

	Year 2007			Forecast Year 2008			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C
Sepulveda(SR1) and El Segundo Bl.										
	E	55.5	0.977	E	56.4	0.982	E	56.4	0.982	+0.000
Sepulveda(SR1) and Rosecrans Av.										
	D	38.5	0.890	D	39.1	0.894	D	39.1	0.894	+0.000
Sepulveda(SR1) and Imperial Hwy										
	C	20.3	0.753	C	20.6	0.756	C	20.6	0.756	+0.000
Aviation Bl. and El Segundo Bl.										
	D	35.4	0.869	D	36.0	0.873	D	36.0	0.873	+0.000
Aviation Bl. and Rosecrans Av.										
	D	26.7	0.811	D	27.2	0.815	D	27.2	0.815	+0.000
La Cienega Bl. and I-405 SB ramps										
	B	10.2	0.652	B	10.5	0.655	B	10.5	0.655	+0.000
La Cienega Bl. and El Segundo Bl.										

```
 B  10.2 0.652   B  10.5 0.655   B  10.5 0.655  +0.000
I-405 SB on-ramp and El Segundo Bl.
 D  35.7 0.871   D  36.3 0.875   D  36.3 0.875  +0.000
I-405 NB ramps and El Segundo Bl.
 C  22.2 0.772   C  22.5 0.775   C  22.5 0.775  +0.000
I-405 SB offramp and Rosecrans Av.
 B   8.5 0.635   B   8.8 0.638   B   8.8 0.638  +0.000


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

C:2008AM.ivc

LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Scenario: 2008 AM Peak Hour

Geometrics: Existing Geometrics

Ambient Traffic Growth: .5 % per year

	Year 2007			Forecast Year 2008			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C
I-405 NB ramps and Rosecrans Bl.										
	B	8.6	0.636	B	8.9	0.639	B	8.9	0.639	+0.000
I-405 SB ramps and Hindry Ave.										
	A	5.0	0.319	A	5.0	0.320	A	5.0	0.320	+0.000
California St. and Imperial Hwy.										
	A	5.0	0.449	A	5.0	0.451	A	5.0	0.451	+0.000
Main Street and Imperial Hwy.										
	B	11.9	0.669	B	12.2	0.672	B	12.2	0.672	+0.000
Continental and Grand Ave										
	A	5.0	0.318	A	5.0	0.319	A	5.0	0.319	+0.000
Continental and Mariposa Ave										
	A	5.0	0.409	A	5.0	0.411	A	5.0	0.411	+0.000

```
Nash St and Mariposa Ave

 A   5.0 0.330   A   5.0 0.332   A   5.0 0.332  +0.000

Douglas St/Douglas ST and Mariposa Ave

 A   5.0 0.282   A   5.0 0.283   A   5.0 0.283  +0.000

Douglas St and Atwood Way

 A   5.0 0.156   A   5.0 0.157   A   5.0 0.157  +0.000


Notes:

v/c   = volume to capacity ratio (capacity utilization ratio)

delay = average stopped delay in seconds per vehicle

LOS   = Level of Service
```

2008AM-LOS.txt
Sepulveda(SR1) and El Segundo Bl.

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	300	0.096	302	0.097	302	0.097	302	0.097
	THRU	4.00	6400	3345	0.585	3362	0.588	3362	0.588	3362	0.588
	RIGHT	0.00	0	401	0.000	403	0.000	403	0.000	403	0.000
SB	LEFT	2.00	3120	229	0.073	230	0.074	230	0.074	230	0.074
	THRU	4.00	6400	1211	0.189	1217	0.190	1217	0.190	1217	0.190
	RIGHT	1.00	1600	224	0.140	225	0.141	225	0.141	225	0.141
EB	LEFT	1.00	1600	107	0.067	108	0.067	108	0.067	108	0.067
	THRU	2.00	3200	275	0.086	276	0.086	276	0.086	276	0.086
	RIGHT	1.00	1600	222	0.139	223	0.139	223	0.139	223	0.139
WB	LEFT	1.50	2360	142	0.060	143	0.060	143	0.060	143	0.060
	THRU	1.50	2400	484	0.202	486	0.203	486	0.203	486	0.203
	RIGHT	1.00	1600	267	0.167	268	0.168	268	0.168	268	0.168
Intersection Volume				7207		7243		7243		7243	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.977		0.982		0.982		0.982	
Stopped Delay (sec/veh)				55.5		56.4		56.4		56.4	
LEVEL OF SERVICE (LOS)				E		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.

Sepulveda(SR1) and Rosecrans Av.

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	128	0.041	129	0.041	129	0.041	129	0.041
	THRU	4.00	6400	3525	0.551	3543	0.554	3543	0.554	3543	0.554
	RIGHT	1.00	1600	448	0.280	450	0.281	450	0.281	450	0.281
SB	LEFT	2.00	3120	273	0.087	274	0.088	274	0.088	274	0.088
	THRU	3.00	4800	914	0.190	919	0.191	919	0.191	919	0.191
	RIGHT	1.00	1600	95	0.059	95	0.060	95	0.060	95	0.060
EB	LEFT	2.00	3120	228	0.073	229	0.073	229	0.073	229	0.073
	THRU	3.00	4800	503	0.105	506	0.105	506	0.105	506	0.105
	RIGHT	1.00	1600	161	0.101	162	0.101	162	0.101	162	0.101
WB	LEFT	2.00	3120	225	0.072	226	0.072	226	0.072	226	0.072
	THRU	2.00	3200	412	0.129	414	0.129	414	0.129	414	0.129
	RIGHT	1.00	1600	340	0.213	342	0.214	342	0.214	342	0.214
Intersection Volume				7252		7288		7288		7288	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.890		0.894		0.894		0.894	
Stopped Delay (sec/veh)				38.5		39.1		39.1		39.1	
LEVEL OF SERVICE (LOS)				D		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.

Sepulveda(SR1) and Imperial Hwy

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	93	0.058	93	0.058	93	0.058	93	0.058
	THRU	3.00	4800	2005	0.418	2015	0.420	2015	0.420	2015	0.420
	RIGHT	1.00	1600	786	0.491	790	0.494	790	0.494	790	0.494
SB	LEFT	2.00	3120	413	0.132	415	0.133	415	0.133	415	0.133
	THRU	4.00	6400	2278	0.358	2289	0.359	2289	0.359	2289	0.359
	RIGHT	0.00	0	11	0.000	11	0.000	11	0.000	11	0.000
EB	LEFT	2.00	3120	270	0.087	271	0.087	271	0.087	271	0.087
	THRU	3.00	4800	326	0.068	328	0.068	328	0.068	328	0.068
	RIGHT	1.00	1600	181	0.113	182	0.114	182	0.114	182	0.114
WB	LEFT	2.00	3120	265	0.085	266	0.085	266	0.085	266	0.085
	THRU	3.00	4800	294	0.061	295	0.062	295	0.062	295	0.062
	RIGHT	1.00	1600	415	0.259	417	0.261	417	0.261	417	0.261
Intersection Volume				7337		7374		7374		7374	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.753		0.756		0.756		0.756	
Stopped Delay (sec/veh)				20.3		20.6		20.6		20.6	
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.

Aviation Bl. and El Segundo Bl.

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	227	0.142	228	0.143	228	0.143	228	0.143
	THRU	2.00	3200	849	0.292	853	0.294	853	0.294	853	0.294
	RIGHT	0.00	0	86	0.000	86	0.000	86	0.000	86	0.000
SB	LEFT	1.00	1600	96	0.060	96	0.060	96	0.060	96	0.060
	THRU	2.00	3200	601	0.188	604	0.189	604	0.189	604	0.189
	RIGHT	1.00	1600	275	0.172	276	0.173	276	0.173	276	0.173
EB	LEFT	2.00	3120	188	0.060	189	0.061	189	0.061	189	0.061
	THRU	3.00	4800	499	0.104	501	0.104	501	0.104	501	0.104
	RIGHT	1.00	1600	73	0.046	73	0.046	73	0.046	73	0.046
WB	LEFT	2.00	3120	351	0.112	353	0.113	353	0.113	353	0.113
	THRU	3.00	4800	1768	0.407	1777	0.409	1777	0.409	1777	0.409
	RIGHT	0.00	0	184	0.000	185	0.000	185	0.000	185	0.000
Intersection Volume				5197		5223		5223		5223	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.869		0.873		0.873		0.873	
Stopped Delay (sec/veh)				35.4		36.0		36.0		36.0	
LEVEL OF SERVICE (LOS)				D		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.

Aviation Bl and Rosecrans Ave

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	197	0.063	198	0.063	198	0.063	198	0.063
	THRU	3.00	4800	1194	0.249	1200	0.250	1200	0.250	1200	0.250
	RIGHT	1.00	1600	543	0.339	546	0.341	546	0.341	546	0.341
SB	LEFT	2.00	3120	67	0.021	67	0.022	67	0.022	67	0.022
	THRU	4.00	6400	654	0.102	657	0.103	657	0.103	657	0.103
	RIGHT	1.00	1600	400	0.250	402	0.251	402	0.251	402	0.251
EB	LEFT	1.00	1600	172	0.108	173	0.108	173	0.108	173	0.108
	THRU	3.00	4800	740	0.177	744	0.178	744	0.178	744	0.178
	RIGHT	0.00	0	110	0.000	111	0.000	111	0.000	111	0.000
WB	LEFT	2.00	3120	653	0.209	656	0.210	656	0.210	656	0.210
	THRU	3.00	4800	1324	0.383	1331	0.385	1331	0.385	1331	0.385
	RIGHT	0.00	0	516	0.000	519	0.000	519	0.000	519	0.000
Intersection Volume				6570		6603		6603		6603	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.811		0.815		0.815		0.815	
Stopped Delay (sec/veh)				26.7		27.2		27.2		27.2	
LEVEL OF SERVICE (LOS)				D		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.

La Cienega Bl. and I-405 SB ramps

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	1.50	2400	306	0.127	308	0.128	308	0.128	308	0.128
	RIGHT	1.50	2360	149	0.063	150	0.063	150	0.063	150	0.063
SB	LEFT	1.00	1600	234	0.146	235	0.147	235	0.147	235	0.147
	THRU	3.00	4800	125	0.026	126	0.026	126	0.026	126	0.026
	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	1.50	2360	774	0.328	778	0.330	778	0.330	778	0.330
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.50	800	47	0.059	47	0.059	47	0.059	47	0.059
Intersection Volume				1635		1643		1643		1643	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.652		0.655		0.655		0.655	
Stopped Delay (sec/veh)				10.2		10.5		10.5		10.5	
LEVEL OF SERVICE (LOS)				B		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.

La Cienega Bl. and El Segundo Bl.

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	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
SB	LEFT	2.00	3120	292	0.094	293	0.094	293	0.094	293	0.094
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	2.00	3120	627	0.201	630	0.202	630	0.202	630	0.202
EB	LEFT	1.00	1600	86	0.054	86	0.054	86	0.054	86	0.054
	THRU	2.00	3200	430	0.134	432	0.135	432	0.135	432	0.135
	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	3.00	4800	1804	0.454	1813	0.457	1813	0.457	1813	0.457
	RIGHT	0.00	0	377	0.000	379	0.000	379	0.000	379	0.000
Intersection Volume				3616		3634		3634		3634	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.652		0.655		0.655		0.655	
Stopped Delay (sec/veh)				10.2		10.5		10.5		10.5	
LEVEL OF SERVICE (LOS)				B		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.

I-405 SB on-ramp and El Segundo Bl.

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	1.50	2360	546	0.231	549	0.233	549	0.233	549	0.233
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.50	800	120	0.150	121	0.151	121	0.151	121	0.151
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	366	0.114	368	0.115	368	0.115	368	0.115
	RIGHT	1.00	1600	268	0.168	269	0.168	269	0.168	269	0.168
WB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	2832	0.590	2846	0.593	2846	0.593	2846	0.593
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				4132		4153		4153		4153	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.871		0.875		0.875		0.875	
Stopped Delay (sec/veh)				35.7		36.3		36.3		36.3	
LEVEL OF SERVICE (LOS)				D		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.

I-405 NB ramps and El Segundo Bl.

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	1199	0.384	1205	0.386	1205	0.386	1205	0.386
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	72	0.045	72	0.045	72	0.045	72	0.045
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	3.00	4800	512	0.107	515	0.107	515	0.107	515	0.107
	RIGHT	1.00	(Free)	121		122		122		122	
WB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.50	4000	1349	0.337	1356	0.339	1356	0.339	1356	0.339
	RIGHT	1.50	2360	544	0.231	547	0.232	547	0.232	547	0.232
Intersection Volume				3797		3816		3816		3816	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.772		0.775		0.775		0.775	
Stopped Delay (sec/veh)				22.2		22.5		22.5		22.5	
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.

I-405 SB offramp and Rosecrans Av.

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	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
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	2.00	3120	706	0.226	710	0.227	710	0.227	710	0.227
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	4.00	6400	1440	0.225	1447	0.226	1447	0.226	1447	0.226
	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	3.00	4800	1724	0.359	1733	0.361	1733	0.361	1733	0.361
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				3870		3889		3889		3889	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.635		0.638		0.638		0.638	
Stopped Delay (sec/veh)				8.5		8.8		8.8		8.8	
LEVEL OF SERVICE (LOS)				B		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.

I-405 NB ramps and Rosecrans Bl.

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	741	0.237	745	0.239	745	0.239	745	0.239
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	71	0.044	71	0.045	71	0.045	71	0.045
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	4.00	6400	718	0.224	722	0.225	722	0.225	722	0.225
	RIGHT	0.00	0	715	0.000	719	0.000	719	0.000	719	0.000
WB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	1013	0.349	1018	0.351	1018	0.351	1018	0.351
	RIGHT	0.00	0	662	0.000	665	0.000	665	0.000	665	0.000
Intersection Volume				3920		3940		3940		3940	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.636		0.639		0.639		0.639	
Stopped Delay (sec/veh)				8.6		8.9		8.9		8.9	
LEVEL OF SERVICE (LOS)				B		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.

I-405 SB ramps and Hindry Ave.

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	1	0.001	1	0.001	1	0.001	1	0.001
	THRU	2.00	3200	53	0.027	53	0.027	53	0.027	53	0.027
	RIGHT	0.00	0	32	0.000	32	0.000	32	0.000	32	0.000
SB	LEFT	2.00	3120	460	0.147	462	0.148	462	0.148	462	0.148
	THRU	1.00	1600	81	0.057	81	0.057	81	0.057	81	0.057
	RIGHT	0.00	0	10	0.000	10	0.000	10	0.000	10	0.000
EB	LEFT	1.00	1600	8	0.005	8	0.005	8	0.005	8	0.005
	THRU	1.00	1600	25	0.017	25	0.017	25	0.017	25	0.017
	RIGHT	0.00	0	2	0.000	2	0.000	2	0.000	2	0.000
WB	LEFT	0.50	800	48	0.060	48	0.060	48	0.060	48	0.060
	THRU	0.50	800	72	0.090	72	0.090	72	0.090	72	0.090
	RIGHT	2.00	3120	719	0.230	723	0.232	723	0.232	723	0.232
Intersection Volume				1511		1519		1519		1519	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.319		0.320		0.320		0.320	
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.

California St. and Imperial Hwy.

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	8	0.005	8	0.005	8	0.005	8	0.005
	THRU	1.00	1600	2	0.001	2	0.001	2	0.001	2	0.001
	RIGHT	1.00	1600	169	0.106	170	0.106	170	0.106	170	0.106
SB	LEFT	1.00	1600	31	0.019	31	0.019	31	0.019	31	0.019
	THRU	1.00	1600	0	0.007	0	0.007	0	0.007	0	0.007
	RIGHT	0.00	0	11	0.000	11	0.000	11	0.000	11	0.000
EB	LEFT	1.00	1600	7	0.004	7	0.004	7	0.004	7	0.004
	THRU	3.00	4800	1415	0.297	1422	0.299	1422	0.299	1422	0.299
	RIGHT	0.00	0	12	0.000	12	0.000	12	0.000	12	0.000
WB	LEFT	1.00	1600	130	0.081	131	0.082	131	0.082	131	0.082
	THRU	3.00	4800	1658	0.360	1666	0.361	1666	0.361	1666	0.361
	RIGHT	0.00	0	68	0.000	68	0.000	68	0.000	68	0.000
Intersection Volume				3511		3529		3529		3529	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.449		0.451		0.451		0.451	
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.

Main Street and Imperial Hwy.

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	1.50	2360	345	0.146	347	0.147	347	0.147	347	0.147
	THRU	0.50	800	2	0.002	2	0.003	2	0.003	2	0.003
	RIGHT	1.00	1600	647	0.404	650	0.406	650	0.406	650	0.406
SB	LEFT	0.00	0	1	0.000	1	0.000	1	0.000	1	0.000
	THRU	1.00	1600	0	0.003	0	0.003	0	0.003	0	0.003
	RIGHT	0.00	0	4	0.000	4	0.000	4	0.000	4	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	989	0.206	994	0.207	994	0.207	994	0.207
	RIGHT	1.00	(Free)	172		173		173		173	
WB	LEFT	1.00	1600	422	0.264	424	0.265	424	0.265	424	0.265
	THRU	3.00	4800	1231	0.257	1237	0.258	1237	0.258	1237	0.258
	RIGHT	0.00	0	1	0.000	1	0.000	1	0.000	1	0.000
Intersection Volume				3814		3833		3833		3833	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.669		0.672		0.672		0.672	
Stopped Delay (sec/veh)				11.9		12.2		12.2		12.2	
LEVEL OF SERVICE (LOS)				B		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.

Continental and Grand Ave

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	213	0.000	214	0.000	214	0.000	214	0.000
	THRU	3.00	4800	272	0.126	273	0.126	273	0.126	273	0.126
	RIGHT	0.00	0	119	0.000	120	0.000	120	0.000	120	0.000
SB	LEFT	1.00	1600	41	0.026	41	0.026	41	0.026	41	0.026
	THRU	3.00	4800	168	0.057	169	0.057	169	0.057	169	0.057
	RIGHT	0.00	0	106	0.000	107	0.000	107	0.000	107	0.000
EB	LEFT	1.00	1600	108	0.068	109	0.068	109	0.068	109	0.068
	THRU	3.00	4800	207	0.062	208	0.063	208	0.063	208	0.063
	RIGHT	0.00	0	92	0.000	92	0.000	92	0.000	92	0.000
WB	LEFT	1.00	1600	87	0.054	87	0.055	87	0.055	87	0.055
	THRU	3.00	4800	197	0.046	198	0.046	198	0.046	198	0.046
	RIGHT	0.00	0	23	0.000	23	0.000	23	0.000	23	0.000
Intersection Volume				1633		1641		1641		1641	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.318		0.319		0.319		0.319	
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.

Continental and Mariposa Ave

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	56	0.035	56	0.035	56	0.035	56	0.035
	THRU	1.00	1600	69	0.043	69	0.043	69	0.043	69	0.043
	RIGHT	2.00	3120	108	0.035	109	0.035	109	0.035	109	0.035
SB	LEFT	1.00	1600	7	0.004	7	0.004	7	0.004	7	0.004
	THRU	1.00	1600	85	0.064	85	0.065	85	0.065	85	0.065
	RIGHT	0.00	0	18	0.000	18	0.000	18	0.000	18	0.000
EB	LEFT	1.00	1600	29	0.018	29	0.018	29	0.018	29	0.018
	THRU	3.00	4800	345	0.126	347	0.127	347	0.127	347	0.127
	RIGHT	0.00	0	261	0.000	262	0.000	262	0.000	262	0.000
WB	LEFT	1.00	1600	213	0.133	214	0.134	214	0.134	214	0.134
	THRU	2.00	3200	238	0.092	239	0.092	239	0.092	239	0.092
	RIGHT	0.00	0	55	0.000	55	0.000	55	0.000	55	0.000
Intersection Volume				1484		1491		1491		1491	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.409		0.411		0.411		0.411	
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.

Nash St and Mariposa Ave

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	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
SB	LEFT	0.00	0	71	0.000	71	0.000	71	0.000	71	0.000
	THRU	4.00	6400	768	0.181	772	0.182	772	0.182	772	0.182
	RIGHT	0.00	0	322	0.000	324	0.000	324	0.000	324	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	204	0.064	205	0.064	205	0.064	205	0.064
	RIGHT	1.00	1600	122	0.076	123	0.077	123	0.077	123	0.077
WB	LEFT	1.00	1600	56	0.035	56	0.035	56	0.035	56	0.035
	THRU	2.00	3200	260	0.081	261	0.082	261	0.082	261	0.082
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				1803		1812		1812		1812	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.330		0.332		0.332		0.332	
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.

Douglas St/Douglas ST and Mariposa Ave

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	1.50	2360	266	0.113	267	0.113	267	0.113	267	0.113
	THRU	4.50	7200	371	0.052	373	0.052	373	0.052	373	0.052
	RIGHT	1.00	1600	8	0.005	8	0.005	8	0.005	8	0.005
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	1.50	2360	269	0.114	270	0.115	270	0.115	270	0.115
	THRU	0.50	800	11	0.014	11	0.014	11	0.014	11	0.014
	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	2.00	3200	12	0.006	12	0.006	12	0.006	12	0.006
	RIGHT	0.00	0	6	0.000	6	0.000	6	0.000	6	0.000
Intersection Volume				943		948		948		948	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.282		0.283		0.283		0.283	
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.

Douglas St and Atwood Way

File: C:2008am.ivc

A.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	324	0.104	326	0.104	326	0.104	326	0.104
	THRU	4.00	6400	265	0.041	266	0.042	266	0.042	266	0.042
	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	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	2.00	3120	7	0.002	7	0.002	7	0.002	7	0.002
	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	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				596		599		599		599	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.156		0.157		0.157		0.157	
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.

C:2008am.ivc

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 Chevron construction	0	0	0	0

C:2008am.ivc

LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

Year 2007			Forecast Year 2008				Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
Sepulveda(SR1) and El Segundo Bl.										
E	55.5	0.977	E	56.4	0.982	.....	E	56.4	0.982	+0.000
Sepulveda(SR1) and Rosecrans Av.										
D	38.5	0.890	D	39.1	0.894	.....	D	39.1	0.894	+0.000
Sepulveda(SR1) and Imperial Hwy										
C	20.3	0.753	C	20.6	0.756	.....	C	20.6	0.756	+0.000
Aviation Bl. and El Segundo Bl.										
D	35.4	0.869	D	36.0	0.873	.....	D	36.0	0.873	+0.000
Aviation Bl and Rosecrans Ave										
D	26.7	0.811	D	27.2	0.815	.....	D	27.2	0.815	+0.000
La Cienega Bl. and I-405 SB ramps										
B	10.2	0.652	B	10.5	0.655	.....	B	10.5	0.655	+0.000
La Cienega Bl. and El Segundo Bl.										
B	10.2	0.652	B	10.5	0.655	.....	B	10.5	0.655	+0.000
I-405 SB on-ramp and El Segundo Bl.										
D	35.7	0.871	D	36.3	0.875	.....	D	36.3	0.875	+0.000
I-405 NB ramps and El Segundo Bl.										
C	22.2	0.772	C	22.5	0.775	.....	C	22.5	0.775	+0.000
I-405 SB offramp and Rosecrans Av.										
B	8.5	0.635	B	8.8	0.638	.....	B	8.8	0.638	+0.000

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

C:2008am.ivc

LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

Year 2007			Forecast Year 2008				Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
I-405 NB ramps and Rosecrans Bl.										
B	8.6	0.636	B	8.9	0.639	.....	B	8.9	0.639	+0.000
I-405 SB ramps and Hindry Ave.										
A	5.0	0.319	A	5.0	0.320	.....	A	5.0	0.320	+0.000
California St. and Imperial Hwy.										
A	5.0	0.449	A	5.0	0.451	.....	A	5.0	0.451	+0.000
Main Street and Imperial Hwy.										
B	11.9	0.669	B	12.2	0.672	.....	B	12.2	0.672	+0.000
Continental and Grand Ave										
A	5.0	0.318	A	5.0	0.319	.....	A	5.0	0.319	+0.000
Continental and Mariposa Ave										
A	5.0	0.409	A	5.0	0.411	.....	A	5.0	0.411	+0.000
Nash St and Mariposa Ave										
A	5.0	0.330	A	5.0	0.332	.....	A	5.0	0.332	+0.000
Douglas St/Douglas ST and Mariposa Ave										
A	5.0	0.282	A	5.0	0.283	.....	A	5.0	0.283	+0.000
Douglas St and Atwood Way										
A	5.0	0.156	A	5.0	0.157	.....	A	5.0	0.157	+0.000

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

C:2008am.ivc

LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

Year 2007			Forecast Year 2008			Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C
Sepulveda(SR1) and El Segundo Bl.									
E	55.5	0.977	E	56.4	0.982	E	56.4	0.982	+0.000
Sepulveda(SR1) and Rosecrans Av.									
D	38.5	0.890	D	39.1	0.894	D	39.1	0.894	+0.000
Sepulveda(SR1) and Imperial Hwy									
C	20.3	0.753	C	20.6	0.756	C	20.6	0.756	+0.000
Aviation Bl. and El Segundo Bl.									
D	35.4	0.869	D	36.0	0.873	D	36.0	0.873	+0.000
Aviation Bl and Rosecrans Ave									
D	26.7	0.811	D	27.2	0.815	D	27.2	0.815	+0.000
La Cienega Bl. and I-405 SB ramps									
B	10.2	0.652	B	10.5	0.655	B	10.5	0.655	+0.000
La Cienega Bl. and El Segundo Bl.									
B	10.2	0.652	B	10.5	0.655	B	10.5	0.655	+0.000
I-405 SB on-ramp and El Segundo Bl.									
D	35.7	0.871	D	36.3	0.875	D	36.3	0.875	+0.000
I-405 NB ramps and El Segundo Bl.									
C	22.2	0.772	C	22.5	0.775	C	22.5	0.775	+0.000
I-405 SB offramp and Rosecrans Av.									
B	8.5	0.635	B	8.8	0.638	B	8.8	0.638	+0.000

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

C:2008am.ivc

LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

	Year 2007			Forecast Year 2008			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C
I-405 NB ramps and Rosecrans Bl.										
	B	8.6	0.636	B	8.9	0.639	B	8.9	0.639	+0.000
I-405 SB ramps and Hindry Ave.										
	A	5.0	0.319	A	5.0	0.320	A	5.0	0.320	+0.000
California St. and Imperial Hwy.										
	A	5.0	0.449	A	5.0	0.451	A	5.0	0.451	+0.000
Main Street and Imperial Hwy.										
	B	11.9	0.669	B	12.2	0.672	B	12.2	0.672	+0.000
Continental and Grand Ave										
	A	5.0	0.318	A	5.0	0.319	A	5.0	0.319	+0.000
Continental and Mariposa Ave										
	A	5.0	0.409	A	5.0	0.411	A	5.0	0.411	+0.000
Nash St and Mariposa Ave										
	A	5.0	0.330	A	5.0	0.332	A	5.0	0.332	+0.000
Douglas St/Douglas ST and Mariposa Ave										
	A	5.0	0.282	A	5.0	0.283	A	5.0	0.283	+0.000
Douglas St and Atwood Way										
	A	5.0	0.156	A	5.0	0.157	A	5.0	0.157	+0.000

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

LEVEL OF SERVICE ANALYSIS

C:2008PM_W.ivc

P.M. PEAK HOUR

Scenario: 2008 Winter construction
Ambient Traffic Growth: 0.5 % per year

Year 2007			Forecast Year 2008			Plus Proposed Construction			Construction impact
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Sepulveda(SR1) and El Segundo Bl									
F	94.6	1.099	F	96.4	1.104	F	100.1	1.115	+0.011
Sepulveda(SR1) and Rosecrans Ave									
F	82.7	1.065	F	84.4	1.070	F	89.9	1.086	+0.016
Sepulveda(SR1) and Imperial Hwy									
C	16.4	0.714	C	16.8	0.718	C	17.2	0.722	+0.004
Aviation Bl and El Segundo Bl									
E	52.7	0.963	E	53.6	0.968	F	66.0	1.017	+0.049
Aviation Bl and Rosecrans Ave									
D	25.6	0.804	D	26.1	0.807	D	28.6	0.824	+0.017
La Cienega Bl and I-405 SB ramps									
B	5.6	0.606	B	5.9	0.609	B	5.9	0.609	+0.000
La Cienega Bl and El Segundo Bl									
B	12.4	0.674	B	12.7	0.677	C	17.2	0.722	+0.045
I-405 SB on-ramp and El Segundo Bl									
B	8.2	0.632	B	8.4	0.634	B	12.9	0.679	+0.045
I-405 NB ramps and El Segundo Bl									
A	5.0	0.533	A	5.0	0.535	A	5.0	0.541	+0.006
I-405 SB offramp and Rosecrans Ave									
B	7.5	0.625	B	7.8	0.628	B	7.8	0.628	+0.000

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

LEVEL OF SERVICE ANALYSIS

C:2008PM_W.ivc

P.M. PEAK HOUR

Scenario: 2008 Winter construction
Ambient Traffic Growth: 0.5 % per year

	Year 2007			Forecast Year 2008			Plus Proposed Construction			Construction impact
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
I-405 NB ramps and Rosecrans Ave	B	6.5	0.615	B	6.8	0.618	B	8.7	0.637	+0.019
I-405 SB ramps and Hindry Ave	A	5.0	0.538	A	5.0	0.541	A	5.0	0.561	+0.020
California St and Imperial Hwy	A	5.0	0.484	A	5.0	0.486	A	5.0	0.544	+0.058
Main Street and Imperial Hwy	B	8.6	0.636	B	8.9	0.639	B	13.8	0.688	+0.049
Continental and Grand Ave	A	5.0	0.276	A	5.0	0.277	A	5.0	0.330	+0.053
Continental and Mariposa Ave	A	5.0	0.413	A	5.0	0.415	A	5.0	0.415	+0.000
Nash St and Mariposa Ave	A	5.0	0.342	A	5.0	0.344	A	5.0	0.375	+0.031
Douglas St/Douglas ST and Mariposa Ave	A	5.0	0.480	A	5.0	0.482	A	5.0	0.524	+0.042
Douglas St and Atwood Way	A	5.0	0.300	A	5.0	0.301	A	5.0	0.333	+0.032

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

Sepulveda(SR1) and El Segundo Bl

File: C:2008PM_W.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	11	0	0	0	0	0	0	0	0	0	0	0	11
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	38	0	0	0	0	0	0	0	0	0	38
ET	0	0	34	0	0	0	0	0	0	0	0	0	34
ER	0	0	13	0	0	0	0	0	0	0	0	0	13
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	11	0	0	0	0	0	0	0	11
Sum	11	0	85	0	11	0	0	0	0	0	0	0	108

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	265	0.085	266	0.085	266	0.085	266	0.085
	THRU	4.00	6400	1868	0.325	1877	0.327	1889	0.329	1889	0.329
	RIGHT	0.00	0	213	0.000	214	0.000	214	0.000	214	0.000
SB	LEFT	2.00	3120	236	0.076	237	0.076	237	0.076	237	0.076
	THRU	4.00	6400	3155	0.493	3171	0.495	3171	0.495	3171	0.495
	RIGHT	1.00	1600	90	0.056	90	0.057	90	0.057	90	0.057
EB	LEFT	1.00	1600	206	0.129	207	0.129	207	0.129	245	0.153
	THRU	2.00	3200	597	0.187	600	0.187	600	0.187	634	0.198
	RIGHT	1.00	1600	432	0.270	434	0.271	434	0.271	447	0.279
WB	LEFT	1.50	2360	671	0.284	674	0.286	674	0.286	674	0.286
	THRU	1.50	2400	294	0.123	295	0.123	295	0.123	295	0.123
	RIGHT	1.00	1600	288	0.180	289	0.181	289	0.181	301	0.188
Intersection Volume				8315		8357		8368		8464	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				1.099		1.104		1.104		1.115	
Stopped Delay (sec/veh)				94.6		96.4		96.4		100.1	
LEVEL OF SERVICE (LOS)				F		F		F		F	

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.

Sepulveda(SR1) and Rosecrans Ave

File: C:2008PM_W.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	4	0	0	0	0	0	0	0	0	0	4
ST	0	0	9	7	0	0	0	0	0	0	0	0	15
SR	0	0	0	128	0	0	0	0	0	0	0	0	128
EL	11	0	0	0	0	0	0	0	0	0	0	0	11
ET	60	0	0	0	0	0	0	0	0	0	0	0	60
ER	4	0	0	0	0	0	0	0	0	0	0	0	4
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	75	0	13	135	0	0	0	0	0	0	0	0	223

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	329	0.105	331	0.106	331	0.106	331	0.106
	THRU	4.00	6400	1567	0.245	1575	0.246	1575	0.246	1575	0.246
	RIGHT	1.00	1600	652	0.407	655	0.410	655	0.410	655	0.410
SB	LEFT	2.00	3120	648	0.208	651	0.209	651	0.209	655	0.210
	THRU	3.00	4800	2939	0.612	2954	0.615	2954	0.615	2969	0.619
	RIGHT	1.00	1600	232	0.145	233	0.146	233	0.146	361	0.226
EB	LEFT	2.00	3120	182	0.058	183	0.059	194	0.062	194	0.062
	THRU	3.00	4800	635	0.132	638	0.133	698	0.145	698	0.145
	RIGHT	1.00	1600	263	0.164	264	0.165	268	0.168	268	0.168
WB	LEFT	2.00	3120	514	0.165	517	0.166	517	0.166	517	0.166
	THRU	2.00	3200	558	0.174	561	0.175	561	0.175	561	0.175
	RIGHT	1.00	1600	501	0.313	504	0.315	504	0.315	504	0.315
Intersection Volume				9020		9065		9140		9288	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				1.065		1.070		1.082		1.086	
Stopped Delay (sec/veh)				82.7		84.4		88.8		89.9	
LEVEL OF SERVICE (LOS)				F		F		F		F	

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.

Sepulveda(SR1) and Imperial Hwy

File: C:2008PM_W.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	4	0	4	0	11	0	0	0	0	0	0	0	19
NR	8	0	34	0	0	0	0	0	0	0	0	0	42
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	2	0	0	0	0	0	0	0	0	0	0	2
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	11	2	38	0	11	0	0	0	0	0	0	0	63

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	181	0.113	182	0.114	182	0.114	182	0.114
	THRU	3.00	4800	2021	0.421	2031	0.423	2035	0.424	2050	0.427
	RIGHT	1.00	1600	1094	0.684	1099	0.687	1107	0.692	1141	0.713
SB	LEFT	2.00	3120	343	0.110	345	0.110	345	0.110	345	0.110
	THRU	4.00	6400	2392	0.379	2404	0.381	2404	0.381	2404	0.381
	RIGHT	0.00	0	34	0.000	34	0.000	34	0.000	34	0.000
EB	LEFT	2.00	3120	188	0.060	189	0.061	189	0.061	191	0.061
	THRU	3.00	4800	292	0.061	293	0.061	293	0.061	293	0.061
	RIGHT	1.00	1600	154	0.096	155	0.097	155	0.097	155	0.097
WB	LEFT	2.00	3120	206	0.066	207	0.066	207	0.066	207	0.066
	THRU	3.00	4800	351	0.073	353	0.073	353	0.073	353	0.073
	RIGHT	1.00	1600	419	0.262	421	0.263	421	0.263	421	0.263
Intersection Volume				7675		7713		7725		7776	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.714		0.718		0.718		0.722	
Stopped Delay (sec/veh)				16.4		16.8		16.8		17.2	
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.

Aviation Bl and El Segundo Bl

File: C:2008PM_W.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	34	0	203	0	0	0	0	0	0	0	237
ER	0	0	0	0	11	0	0	0	0	0	0	0	11
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	0	0	34	0	214	0	0	0	0	0	0	0	248

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	150	0.094	151	0.094	151	0.094	151	0.094
	THRU	2.00	3200	901	0.329	906	0.330	906	0.330	906	0.330
	RIGHT	0.00	0	151	0.000	152	0.000	152	0.000	152	0.000
SB	LEFT	1.00	1600	242	0.151	243	0.152	243	0.152	243	0.152
	THRU	2.00	3200	804	0.251	808	0.253	808	0.253	808	0.253
	RIGHT	1.00	1600	78	0.049	78	0.049	78	0.049	78	0.049
EB	LEFT	2.00	3120	221	0.071	222	0.071	222	0.071	222	0.071
	THRU	3.00	4800	1145	0.239	1151	0.240	1151	0.240	1387	0.289
	RIGHT	1.00	1600	247	0.154	248	0.155	248	0.155	259	0.162
WB	LEFT	2.00	3120	608	0.195	611	0.196	611	0.196	611	0.196
	THRU	3.00	4800	609	0.158	612	0.159	612	0.159	612	0.159
	RIGHT	0.00	0	149	0.000	150	0.000	150	0.000	150	0.000
Intersection Volume				5305		5332		5332		5579	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.963		0.968		0.968		1.017	
Stopped Delay (sec/veh)				52.7		53.6		53.6		66.0	
LEVEL OF SERVICE (LOS)				E		E		E		F	

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.

Aviation Bl and Rosecrans Ave

File: C:2008PM_W.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	56	0	0	122	0	0	0	0	0	0	0	0	178
ER	4	0	0	7	0	0	0	0	0	0	0	0	11
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	60	0	0	128	0	0	0	0	0	0	0	0	188

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	276	0.088	277	0.089	277	0.089	277	0.089
	THRU	3.00	4800	661	0.138	664	0.138	664	0.138	664	0.138
	RIGHT	1.00	1600	548	0.343	551	0.344	551	0.344	551	0.344
SB	LEFT	2.00	3120	350	0.112	352	0.113	352	0.113	352	0.113
	THRU	4.00	6400	1367	0.214	1374	0.215	1374	0.215	1374	0.215
	RIGHT	1.00	1600	521	0.326	524	0.327	524	0.327	524	0.327
EB	LEFT	1.00	1600	276	0.172	277	0.173	277	0.173	277	0.173
	THRU	3.00	4800	661	0.252	664	0.253	721	0.266	842	0.292
	RIGHT	0.00	0	548	0.000	551	0.000	554	0.000	561	0.000
WB	LEFT	2.00	3120	553	0.177	556	0.178	556	0.178	556	0.178
	THRU	3.00	4800	1217	0.279	1223	0.281	1223	0.281	1223	0.281
	RIGHT	0.00	0	123	0.000	124	0.000	124	0.000	124	0.000
Intersection Volume				7101		7137		7197		7325	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.804		0.807		0.807		0.824	
Stopped Delay (sec/veh)				25.6		26.1		26.1		28.6	
LEVEL OF SERVICE (LOS)				D		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.

La Cienega Bl and I-405 SB ramps

File: C:2008PM_W.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	1.50	2400	217	0.090	218	0.091	218	0.091	218	0.091
	RIGHT	1.50	2360	118	0.050	119	0.050	119	0.050	119	0.050
SB	LEFT	1.00	1600	293	0.183	294	0.184	294	0.184	294	0.184
	THRU	3.00	4800	542	0.113	545	0.113	545	0.113	545	0.113
	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	1.50	2360	666	0.282	669	0.284	669	0.284	669	0.284
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.50	800	120	0.150	121	0.151	121	0.151	121	0.151
Intersection Volume				1956		1966		1966		1966	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.606		0.609		0.609		0.609	
Stopped Delay (sec/veh)				5.6		5.9		5.9		5.9	
LEVEL OF SERVICE (LOS)				B		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.

La Cienega Bl and El Segundo Bl

File: C:2008PM_W.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	9	0	135	0	0	0	0	0	0	0	144
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	0	0	9	0	135	0	0	0	0	0	0	0	144

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	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
SB	LEFT	2.00	3120	675	0.216	678	0.217	678	0.217	678	0.217
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	2.00	3120	432	0.138	434	0.139	434	0.139	434	0.139
EB	LEFT	1.00	1600	163	0.102	164	0.102	164	0.102	164	0.102
	THRU	2.00	3200	1305	0.408	1312	0.410	1312	0.410	1455	0.455
	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	3.00	4800	607	0.164	610	0.164	610	0.164	610	0.164
	RIGHT	0.00	0	178	0.000	179	0.000	179	0.000	179	0.000
Intersection Volume				3360		3377		3377		3520	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.674		0.677		0.677		0.722	
Stopped Delay (sec/veh)				12.4		12.7		12.7		17.2	
LEVEL OF SERVICE (LOS)				B		B		B		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.

I-405 SB on-ramp and El Segundo Bl

File: C:2008PM_W.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	9	0	135	0	0	0	0	0	0	0	144
ER	0	0	26	0	68	0	0	0	0	0	0	0	93
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	0	0	34	0	203	0	0	0	0	0	0	0	237

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	1.50	2360	281	0.119	282	0.120	282	0.120	282	0.120
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.50	800	231	0.289	232	0.290	232	0.290	232	0.290
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	937	0.293	942	0.294	942	0.294	1085	0.339
	RIGHT	1.00	1600	833	0.521	837	0.523	837	0.523	930	0.581
WB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	1092	0.228	1097	0.229	1097	0.229	1097	0.229
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				3374		3391		3391		3627	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.632		0.634		0.634		0.679	
Stopped Delay (sec/veh)				8.2		8.4		8.4		12.9	
LEVEL OF SERVICE (LOS)				B		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.

I-405 NB ramps and El Segundo Bl

File: C:2008PM_W.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	4	0	23	0	0	0	0	0	0	0	27
ER	0	0	4	0	113	0	0	0	0	0	0	0	117
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	0	0	9	0	135	0	0	0	0	0	0	0	144

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	329	0.105	331	0.106	331	0.106	331	0.106
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	313	0.196	315	0.197	315	0.197	315	0.197
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	3.00	4800	1378	0.287	1385	0.289	1385	0.289	1412	0.294
	RIGHT	1.00	(Free)	177		178		178		295	
WB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.50	4000	485	0.121	487	0.122	487	0.122	487	0.122
	RIGHT	1.50	2360	240	0.102	241	0.102	241	0.102	241	0.102
Intersection Volume				2922		2937		2937		3080	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.533		0.535		0.535		0.541	
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.

I-405 SB offramp and Rosecrans Ave

File: C:2008PM_W.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	38	0	0	81	0	0	0	0	0	0	0	0	119
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	38	0	0	81	0	0	0	0	0	0	0	0	119

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	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
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	2.00	3120	730	0.234	734	0.235	734	0.235	734	0.235
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	4.00	6400	2401	0.375	2413	0.377	2451	0.383	2532	0.396
	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	3.00	4800	1638	0.341	1646	0.343	1646	0.343	1646	0.343
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				4769		4793		4830		4911	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.625		0.628		0.628		0.628	
Stopped Delay (sec/veh)				7.5		7.8		7.8		7.8	
LEVEL OF SERVICE (LOS)				B		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.

I-405 NB ramps and Rosecrans Ave

File: C:2008PM_W.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	8	0	0	14	0	0	0	0	0	0	0	0	21
ER	30	0	0	68	0	0	0	0	0	0	0	0	98
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	38	0	0	81	0	0	0	0	0	0	0	0	119

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	593	0.190	596	0.191	596	0.191	596	0.191
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	192	0.120	193	0.121	193	0.121	193	0.121
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	4.00	6400	1561	0.375	1569	0.377	1576	0.383	1590	0.396
	RIGHT	0.00	0	841	0.000	845	0.000	875	0.000	943	0.000
WB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	1031	0.322	1036	0.323	1036	0.323	1036	0.323
	RIGHT	0.00	0	514	0.000	517	0.000	517	0.000	517	0.000
Intersection Volume				4732		4756		4793		4874	
Signal Phasing Loss Factor					0.05		0.05		0.05		0.05
Intersection V/C Ratio					0.615		0.618		0.624		0.637
Stopped Delay (sec/veh)					6.5		6.8		7.4		8.7
LEVEL OF SERVICE (LOS)					B		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.

I-405 SB ramps and Hindry Ave

File: C:2008PM_W.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	23	0	0	41	0	0	0	0	0	0	0	0	63
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	23	0	0	41	0	0	0	0	0	0	0	0	63

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	219	0.099	220	0.099	220	0.099	220	0.099
	RIGHT	0.00	0	97	0.000	97	0.000	97	0.000	97	0.000
SB	LEFT	2.00	3120	730	0.234	734	0.235	756	0.242	797	0.255
	THRU	1.00	1600	163	0.195	164	0.196	164	0.196	164	0.196
	RIGHT	0.00	0	149	0.000	150	0.000	150	0.000	150	0.000
EB	LEFT	1.00	1600	145	0.091	146	0.091	146	0.091	146	0.091
	THRU	1.00	1600	80	0.052	80	0.053	80	0.053	80	0.053
	RIGHT	0.00	0	4	0.000	4	0.000	4	0.000	4	0.000
WB	LEFT	0.50	800	40	0.050	40	0.050	40	0.050	40	0.050
	THRU	0.50	800	52	0.065	52	0.065	52	0.065	52	0.065
	RIGHT	2.00	3120	189	0.061	190	0.061	190	0.061	190	0.061
Intersection Volume				1868		1877		1900		1940	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.538		0.541		0.548		0.561	
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.

California St and Imperial Hwy

File: C:2008PM_W.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	45	0	0	0	0	0	235	0	0	0	0	280
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	0	45	0	0	0	0	0	235	0	0	0	0	280

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	10	0.006	10	0.006	10	0.006	10	0.006
	THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	119	0.074	120	0.075	120	0.075	120	0.075
SB	LEFT	1.00	1600	98	0.061	98	0.062	98	0.062	98	0.062
	THRU	1.00	1600	7	0.010	7	0.010	7	0.010	7	0.010
	RIGHT	0.00	0	9	0.000	9	0.000	9	0.000	9	0.000
EB	LEFT	1.00	1600	8	0.005	8	0.005	8	0.005	8	0.005
	THRU	3.00	4800	1123	0.236	1129	0.237	1129	0.237	1409	0.295
	RIGHT	0.00	0	9	0.000	9	0.000	9	0.000	9	0.000
WB	LEFT	1.00	1600	219	0.137	220	0.138	220	0.138	220	0.138
	THRU	3.00	4800	1535	0.334	1543	0.335	1543	0.335	1543	0.335
	RIGHT	0.00	0	67	0.000	67	0.000	67	0.000	67	0.000
Intersection Volume				3204		3220		3220		3500	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.484		0.486		0.486		0.544	
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.

Main Street and Imperial Hwy

File: C:2008PM_W.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	45	0	0	0	0	0	0	0	0	0	0	45
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	235	0	0	0	0	235
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	0	45	0	0	0	0	0	235	0	0	0	0	280

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	1.50	2360	153	0.065	154	0.065	154	0.065	154	0.065
	THRU	0.50	800	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	421	0.263	423	0.264	423	0.264	468	0.293
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	1.00	1600	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	3.00	4800	940	0.196	945	0.197	945	0.197	1180	0.246
	RIGHT	1.00	(Free)	274		275		275		275	
WB	LEFT	1.00	1600	521	0.326	524	0.327	524	0.327	524	0.327
	THRU	3.00	4800	776	0.162	780	0.163	780	0.163	780	0.163
	RIGHT	0.00	0	4	0.000	4	0.000	4	0.000	4	0.000
Intersection Volume				3089		3104		3104		3384	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.636		0.639		0.639		0.688	
Stopped Delay (sec/veh)				8.6		8.9		8.9		13.8	
LEVEL OF SERVICE (LOS)				B		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.

Continental and Grand Ave

File: C:2008PM_W.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	100	0	0	0	0	0	0	100
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	0	0	0	0	0	100	0	0	0	0	0	0	100

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	V/C	Forecast Year 2008 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	0.00	0	74	0.000	74	0.000	74	0.000	74	0.000
	THRU	3.00	4800	218	0.067	219	0.067	219	0.067	219	0.067
	RIGHT	0.00	0	29	0.000	29	0.000	29	0.000	29	0.000
SB	LEFT	1.00	1600	22	0.014	22	0.014	22	0.014	22	0.014
	THRU	3.00	4800	349	0.090	351	0.090	351	0.090	351	0.090
	RIGHT	0.00	0	83	0.000	83	0.000	83	0.000	83	0.000
EB	LEFT	1.00	1600	102	0.064	103	0.064	103	0.064	203	0.127
	THRU	3.00	4800	229	0.105	230	0.105	230	0.105	230	0.105
	RIGHT	0.00	0	274	0.000	275	0.000	275	0.000	275	0.000
WB	LEFT	1.00	1600	50	0.031	50	0.031	50	0.031	50	0.031
	THRU	3.00	4800	260	0.063	261	0.063	261	0.063	261	0.063
	RIGHT	0.00	0	41	0.000	41	0.000	41	0.000	41	0.000
Intersection Volume				1731		1740		1740		1840	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.276		0.277		0.277		0.330	
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.

Continental and Mariposa Ave

File: C:2008PM_W.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	100	0	0	0	0	0	0	100
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	0	0	0	0	0	100	0	0	0	0	0	0	100

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	213	0.133	214	0.134	214	0.134	214	0.134
	THRU	1.00	1600	161	0.101	162	0.101	162	0.101	162	0.101
	RIGHT	2.00	3120	218	0.070	219	0.070	219	0.070	319	0.102
SB	LEFT	1.00	1600	18	0.011	18	0.011	18	0.011	18	0.011
	THRU	1.00	1600	96	0.075	96	0.075	96	0.075	96	0.075
	RIGHT	0.00	0	24	0.000	24	0.000	24	0.000	24	0.000
EB	LEFT	1.00	1600	21	0.013	21	0.013	21	0.013	21	0.013
	THRU	3.00	4800	307	0.082	309	0.082	309	0.082	309	0.082
	RIGHT	0.00	0	87	0.000	87	0.000	87	0.000	87	0.000
WB	LEFT	1.00	1600	117	0.073	118	0.073	118	0.073	118	0.073
	THRU	2.00	3200	374	0.125	376	0.126	376	0.126	376	0.126
	RIGHT	0.00	0	27	0.000	27	0.000	27	0.000	27	0.000
Intersection Volume				1663		1671		1671		1771	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.413		0.415		0.415		0.415	
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.

Nash St and Mariposa Ave

File: C:2008PM_W.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	100	0	0	0	0	0	0	100
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	0	0	0	0	0	100	0	0	0	0	0	0	100

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	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
SB	LEFT	0.00	0	86	0.000	86	0.000	86	0.000	86	0.000
	THRU	4.00	6400	397	0.095	399	0.095	399	0.095	399	0.095
	RIGHT	0.00	0	124	0.000	125	0.000	125	0.000	125	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	442	0.138	444	0.139	444	0.139	544	0.170
	RIGHT	1.00	1600	214	0.134	215	0.134	215	0.134	215	0.134
WB	LEFT	1.00	1600	95	0.059	95	0.060	95	0.060	95	0.060
	THRU	2.00	3200	189	0.059	190	0.059	190	0.059	190	0.059
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				1547		1555		1555		1655	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.342		0.344		0.344		0.375	
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.

Douglas St/Douglas ST and Mariposa Ave

File: C:2008PM_W.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	100	0	0	0	0	0	0	100
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	0	0	0	0	0	100	0	0	0	0	0	0	100

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	1.50	2360	268	0.114	269	0.114	269	0.114	269	0.114
	THRU	4.50	7200	468	0.065	470	0.065	470	0.065	470	0.065
	RIGHT	1.00	1600	8	0.005	8	0.005	8	0.005	8	0.005
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	1.50	2360	709	0.300	713	0.302	713	0.302	813	0.344
	THRU	0.50	800	11	0.014	11	0.014	11	0.014	11	0.014
	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	2.00	3200	25	0.016	25	0.016	25	0.016	25	0.016
	RIGHT	0.00	0	26	0.000	26	0.000	26	0.000	26	0.000
Intersection Volume				1515		1523		1523		1623	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.480		0.482		0.482		0.524	
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.

Douglas St and Atwood Way

File: C:2008PM_W.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	100	0	0	0	0	0	0	100
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	0	0	0	0	0	100	0	0	0	0	0	0	100

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	753	0.241	757	0.243	757	0.243	857	0.275
	THRU	4.00	6400	548	0.086	551	0.086	551	0.086	551	0.086
	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	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	2.00	3120	26	0.008	26	0.008	26	0.008	26	0.008
	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	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				1327		1334		1334		1434	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.300		0.301		0.301		0.333	
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.

C:2008PM_W.ivc

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 Chevron Gate 22	0	0	0	75
2 Chevron Lots 5-6-7	0	0	0	45
3 Chevron Gates 7&8	0	0	0	85
4 Chevron Gate 10	0	0	0	135
5 Douglas building parking	0	0	0	225
6 Grand Avenue Courtyard parking	0	0	0	100
7 Pacific Tower parking	0	0	0	0
8 Dockweiler beach parking	0	0	0	235

C:2008PM_W.ivc

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

	Year 2007			Forecast Year 2008			Plus Related Projects			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Sepulveda(SR1) and El Segundo Bl	F	94.6	1.099	F	96.4	1.104	F	100.1	1.115	F	100.1	1.115	+0.000
Sepulveda(SR1) and Rosecrans Ave	F	82.7	1.065	F	84.4	1.070	F	85.6	1.073	F	89.9	1.086	+0.013
Sepulveda(SR1) and Imperial Hwy	C	16.4	0.714	C	16.8	0.718	C	17.2	0.722	C	17.2	0.722	+0.001
Aviation Bl and El Segundo Bl	E	52.7	0.963	E	53.6	0.968	F	66.0	1.017	F	66.0	1.017	+0.000
Aviation Bl and Rosecrans Ave	D	25.6	0.804	D	26.1	0.807	D	28.6	0.824	D	28.6	0.824	+0.000
La Cienega Bl and I-405 SB ramps	B	5.6	0.606	B	5.9	0.609	B	5.9	0.609	B	5.9	0.609	+0.000
La Cienega Bl and El Segundo Bl	B	12.4	0.674	B	12.7	0.677	C	17.2	0.722	C	17.2	0.722	+0.000
I-405 SB on-ramp and El Segundo Bl	B	8.2	0.632	B	8.4	0.634	B	12.9	0.679	B	12.9	0.679	+0.000
I-405 NB ramps and El Segundo Bl	A	5.0	0.533	A	5.0	0.535	A	5.0	0.541	A	5.0	0.541	+0.000
I-405 SB offramp and Rosecrans Ave	B	7.5	0.625	B	7.8	0.628	B	7.8	0.628	B	7.8	0.628	+0.000

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

C:2008PM_W.ivc

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

	Year 2007			Forecast Year 2008			Plus Related Projects			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
I-405 NB ramps and Rosecrans Ave	B	6.5	0.615	B	6.8	0.618	B	8.1	0.631	B	8.7	0.637	+0.006
I-405 SB ramps and Hindry Ave	A	5.0	0.538	A	5.0	0.541	A	5.0	0.554	A	5.0	0.561	+0.007
California St and Imperial Hwy	A	5.0	0.484	A	5.0	0.486	A	5.0	0.544	A	5.0	0.544	+0.000
Main Street and Imperial Hwy	B	8.6	0.636	B	8.9	0.639	B	13.8	0.688	B	13.8	0.688	+0.000
Continental and Grand Ave	A	5.0	0.276	A	5.0	0.277	A	5.0	0.330	A	5.0	0.330	+0.000
Continental and Mariposa Ave	A	5.0	0.413	A	5.0	0.415	A	5.0	0.415	A	5.0	0.415	+0.000
Nash St and Mariposa Ave	A	5.0	0.342	A	5.0	0.344	A	5.0	0.375	A	5.0	0.375	+0.000
Douglas St/Douglas ST and Mariposa Ave	A	5.0	0.480	A	5.0	0.482	A	5.0	0.524	A	5.0	0.524	+0.000
Douglas St and Atwood Way	A	5.0	0.300	A	5.0	0.301	A	5.0	0.333	A	5.0	0.333	+0.000
Sepulveda Blvd and Hughes Way/Gate 10	A	5.0	0.549	A	5.0	0.552	A	5.0	0.554	A	5.0	0.554	+0.000

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

C:2008PM_W.ivc

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

	Year 2007			Forecast Year 2008			Plus Proposed Project				Plus Related Projects		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C	LOS	DELAY	V/C
Sepulveda(SR1) and El Segundo Bl	F	94.6	1.099	F	96.4	1.104	F	96.4	1.104	+0.000	F	100.1	1.115
Sepulveda(SR1) and Rosecrans Ave	F	82.7	1.065	F	84.4	1.070	F	88.8	1.082	+0.013	F	89.9	1.086
Sepulveda(SR1) and Imperial Hwy	C	16.4	0.714	C	16.8	0.718	C	16.8	0.718	+0.001	C	17.2	0.722
Aviation Bl and El Segundo Bl	E	52.7	0.963	E	53.6	0.968	E	53.6	0.968	+0.000	F	66.0	1.017
Aviation Bl and Rosecrans Ave	D	25.6	0.804	D	26.1	0.807	D	26.1	0.807	+0.000	D	28.6	0.824
La Cienega Bl and I-405 SB ramps	B	5.6	0.606	B	5.9	0.609	B	5.9	0.609	+0.000	B	5.9	0.609
La Cienega Bl and El Segundo Bl	B	12.4	0.674	B	12.7	0.677	B	12.7	0.677	+0.000	C	17.2	0.722
I-405 SB on-ramp and El Segundo Bl	B	8.2	0.632	B	8.4	0.634	B	8.4	0.634	+0.000	B	12.9	0.679
I-405 NB ramps and El Segundo Bl	A	5.0	0.533	A	5.0	0.535	A	5.0	0.535	+0.000	A	5.0	0.541
I-405 SB offramp and Rosecrans Ave	B	7.5	0.625	B	7.8	0.628	B	7.8	0.628	+0.000	B	7.8	0.628

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

C:2008PM_W.ivc

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

	Year 2007			Forecast Year 2008			Plus Proposed Project				Plus Related Projects		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C	LOS	DELAY	V/C
I-405 NB ramps and Rosecrans Ave	B	6.5	0.615	B	6.8	0.618	B	7.4	0.624	+0.006	B	8.7	0.637
I-405 SB ramps and Hindry Ave	A	5.0	0.538	A	5.0	0.541	A	5.0	0.548	+0.007	A	5.0	0.561
California St and Imperial Hwy	A	5.0	0.484	A	5.0	0.486	A	5.0	0.486	+0.000	A	5.0	0.544
Main Street and Imperial Hwy	B	8.6	0.636	B	8.9	0.639	B	8.9	0.639	+0.000	B	13.8	0.688
Continental and Grand Ave	A	5.0	0.276	A	5.0	0.277	A	5.0	0.277	+0.000	A	5.0	0.330
Continental and Mariposa Ave	A	5.0	0.413	A	5.0	0.415	A	5.0	0.415	+0.000	A	5.0	0.415
Nash St and Mariposa Ave	A	5.0	0.342	A	5.0	0.344	A	5.0	0.344	+0.000	A	5.0	0.375
Douglas St/Douglas ST and Mariposa Ave	A	5.0	0.480	A	5.0	0.482	A	5.0	0.482	+0.000	A	5.0	0.524
Douglas St and Atwood Way	A	5.0	0.300	A	5.0	0.301	A	5.0	0.301	+0.000	A	5.0	0.333

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

LEVEL OF SERVICE ANALYSIS

C:2008PM_S.ivc

P.M. PEAK HOUR

Scenario: 2008 Summer construction
Ambient Traffic Growth: 0.5 % per year

Year 2007			Forecast Year 2008			Plus Proposed Construction			Construction impact
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	± V/C
Sepulveda(SR1) and El Segundo Bl									
F	94.6	1.099	F	96.4	1.104	F	100.1	1.115	+0.011
Sepulveda(SR1) and Rosecrans Ave									
F	82.7	1.065	F	84.4	1.070	F	89.9	1.086	+0.016
Sepulveda(SR1) and Imperial Hwy									
C	16.4	0.714	C	16.8	0.718	C	17.2	0.722	+0.004
Aviation Bl and El Segundo Bl									
E	52.7	0.963	E	53.6	0.968	F	66.0	1.017	+0.049
Aviation Bl and Rosecrans Ave									
D	25.6	0.804	D	26.1	0.807	D	28.6	0.824	+0.017
La Cienega Bl and I-405 SB ramps									
B	5.6	0.606	B	5.9	0.609	B	5.9	0.609	+0.000
La Cienega Bl and El Segundo Bl									
B	12.4	0.674	B	12.7	0.677	C	17.2	0.722	+0.045
I-405 SB on-ramp and El Segundo Bl									
B	8.2	0.632	B	8.4	0.634	B	12.9	0.679	+0.045
I-405 NB ramps and El Segundo Bl									
A	5.0	0.533	A	5.0	0.535	A	5.0	0.541	+0.006
I-405 SB offramp and Rosecrans Ave									
B	7.5	0.625	B	7.8	0.628	B	7.8	0.628	+0.000

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

LEVEL OF SERVICE ANALYSIS

C:2008PM_S.ivc

P.M. PEAK HOUR

Scenario: 2008 Summer construction
Ambient Traffic Growth: 0.5 % per year

	Year 2007			Forecast Year 2008			Plus Proposed Construction			Construction impact
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
I-405 NB ramps and Rosecrans Ave	B	6.5	0.615	B	6.8	0.618	B	8.7	0.637	+0.006
I-405 SB ramps and Hindry Ave	A	5.0	0.538	A	5.0	0.541	A	5.0	0.561	+0.007
California St and Imperial Hwy	A	5.0	0.484	A	5.0	0.486	A	5.0	0.496	+0.010
Main Street and Imperial Hwy	B	8.6	0.636	B	8.9	0.639	B	8.9	0.639	+0.000
Continental and Grand Ave	A	5.0	0.276	A	5.0	0.277	A	5.0	0.352	+0.075
Continental and Mariposa Ave	A	5.0	0.413	A	5.0	0.415	A	5.0	0.415	+0.000
Nash St and Mariposa Ave	A	5.0	0.342	A	5.0	0.344	A	5.0	0.386	+0.042
Douglas St/Douglas ST and Mariposa Ave	A	5.0	0.480	A	5.0	0.482	A	5.0	0.539	+0.057
Douglas St and Atwood Way	A	5.0	0.300	A	5.0	0.301	A	5.0	0.344	+0.043

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

Sepulveda(SR1) and El Segundo Bl

File: C:2008PM_S.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	11	0	0	0	0	0	0	0	0	0	0	0	11
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	38	0	0	0	0	0	0	0	0	0	38
ET	0	0	34	0	0	0	0	0	0	0	0	0	34
ER	0	0	13	0	0	0	0	0	0	0	0	0	13
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	11	0	0	0	0	0	0	0	11
Sum	11	0	85	0	11	0	0	0	0	0	0	0	108

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	265	0.085	266	0.085	266	0.085	266	0.085
	THRU	4.00	6400	1868	0.325	1877	0.327	1889	0.329	1889	0.329
	RIGHT	0.00	0	213	0.000	214	0.000	214	0.000	214	0.000
SB	LEFT	2.00	3120	236	0.076	237	0.076	237	0.076	237	0.076
	THRU	4.00	6400	3155	0.493	3171	0.495	3171	0.495	3171	0.495
	RIGHT	1.00	1600	90	0.056	90	0.057	90	0.057	90	0.057
EB	LEFT	1.00	1600	206	0.129	207	0.129	207	0.129	245	0.153
	THRU	2.00	3200	597	0.187	600	0.187	600	0.187	634	0.198
	RIGHT	1.00	1600	432	0.270	434	0.271	434	0.271	447	0.279
WB	LEFT	1.50	2360	671	0.284	674	0.286	674	0.286	674	0.286
	THRU	1.50	2400	294	0.123	295	0.123	295	0.123	295	0.123
	RIGHT	1.00	1600	288	0.180	289	0.181	289	0.181	301	0.188
Intersection Volume				8315		8357		8368		8464	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				1.099		1.104		1.104		1.115	
Stopped Delay (sec/veh)				94.6		96.4		96.4		100.1	
LEVEL OF SERVICE (LOS)				F		F		F		F	

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.

Sepulveda(SR1) and Rosecrans Ave

File: C:2008PM_S.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	4	0	0	0	0	0	0	0	0	0	4
ST	0	0	9	7	0	0	0	0	0	0	0	0	15
SR	0	0	0	128	0	0	0	0	0	0	0	0	128
EL	11	0	0	0	0	0	0	0	0	0	0	0	11
ET	60	0	0	0	0	0	0	0	0	0	0	0	60
ER	4	0	0	0	0	0	0	0	0	0	0	0	4
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	75	0	13	135	0	0	0	0	0	0	0	0	223

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	329	0.105	331	0.106	331	0.106	331	0.106
	THRU	4.00	6400	1567	0.245	1575	0.246	1575	0.246	1575	0.246
	RIGHT	1.00	1600	652	0.407	655	0.410	655	0.410	655	0.410
SB	LEFT	2.00	3120	648	0.208	651	0.209	651	0.209	655	0.210
	THRU	3.00	4800	2939	0.612	2954	0.615	2954	0.615	2969	0.619
	RIGHT	1.00	1600	232	0.145	233	0.146	233	0.146	361	0.226
EB	LEFT	2.00	3120	182	0.058	183	0.059	194	0.062	194	0.062
	THRU	3.00	4800	635	0.132	638	0.133	698	0.145	698	0.145
	RIGHT	1.00	1600	263	0.164	264	0.165	268	0.168	268	0.168
WB	LEFT	2.00	3120	514	0.165	517	0.166	517	0.166	517	0.166
	THRU	2.00	3200	558	0.174	561	0.175	561	0.175	561	0.175
	RIGHT	1.00	1600	501	0.313	504	0.315	504	0.315	504	0.315
Intersection Volume				9020		9065		9140		9288	
Signal Phasing Loss Factor					0.05		0.05		0.05		0.05
Intersection V/C Ratio					1.065		1.070		1.082		1.086
Stopped Delay (sec/veh)					82.7		84.4		88.8		89.9
LEVEL OF SERVICE (LOS)					F		F		F		F

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.

Sepulveda(SR1) and Imperial Hwy

File: C:2008PM_S.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	4	0	4	0	11	0	0	0	0	0	0	0	19
NR	8	0	34	0	0	0	0	0	0	0	0	0	42
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	2	0	0	0	0	0	0	0	0	0	0	2
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	11	2	38	0	11	0	0	0	0	0	0	0	63

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	181	0.113	182	0.114	182	0.114	182	0.114
	THRU	3.00	4800	2021	0.421	2031	0.423	2035	0.424	2050	0.427
	RIGHT	1.00	1600	1094	0.684	1099	0.687	1107	0.692	1141	0.713
SB	LEFT	2.00	3120	343	0.110	345	0.110	345	0.110	345	0.110
	THRU	4.00	6400	2392	0.379	2404	0.381	2404	0.381	2404	0.381
	RIGHT	0.00	0	34	0.000	34	0.000	34	0.000	34	0.000
EB	LEFT	2.00	3120	188	0.060	189	0.061	189	0.061	191	0.061
	THRU	3.00	4800	292	0.061	293	0.061	293	0.061	293	0.061
	RIGHT	1.00	1600	154	0.096	155	0.097	155	0.097	155	0.097
WB	LEFT	2.00	3120	206	0.066	207	0.066	207	0.066	207	0.066
	THRU	3.00	4800	351	0.073	353	0.073	353	0.073	353	0.073
	RIGHT	1.00	1600	419	0.262	421	0.263	421	0.263	421	0.263
Intersection Volume				7675		7713		7725		7776	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.714		0.718		0.718		0.722	
Stopped Delay (sec/veh)				16.4		16.8		16.8		17.2	
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.

Aviation Bl and El Segundo Bl

File: C:2008PM_S.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	34	0	203	0	0	0	0	0	0	0	237
ER	0	0	0	0	11	0	0	0	0	0	0	0	11
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	0	0	34	0	214	0	0	0	0	0	0	0	248

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	150	0.094	151	0.094	151	0.094	151	0.094
	THRU	2.00	3200	901	0.329	906	0.330	906	0.330	906	0.330
	RIGHT	0.00	0	151	0.000	152	0.000	152	0.000	152	0.000
SB	LEFT	1.00	1600	242	0.151	243	0.152	243	0.152	243	0.152
	THRU	2.00	3200	804	0.251	808	0.253	808	0.253	808	0.253
	RIGHT	1.00	1600	78	0.049	78	0.049	78	0.049	78	0.049
EB	LEFT	2.00	3120	221	0.071	222	0.071	222	0.071	222	0.071
	THRU	3.00	4800	1145	0.239	1151	0.240	1151	0.240	1387	0.289
	RIGHT	1.00	1600	247	0.154	248	0.155	248	0.155	259	0.162
WB	LEFT	2.00	3120	608	0.195	611	0.196	611	0.196	611	0.196
	THRU	3.00	4800	609	0.158	612	0.159	612	0.159	612	0.159
	RIGHT	0.00	0	149	0.000	150	0.000	150	0.000	150	0.000
Intersection Volume				5305		5332		5332		5579	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.963		0.968		0.968		1.017	
Stopped Delay (sec/veh)				52.7		53.6		53.6		66.0	
LEVEL OF SERVICE (LOS)				E		E		E		F	

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.

Aviation Bl and Rosecrans Ave

File: C:2008PM_S.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	56	0	0	122	0	0	0	0	0	0	0	0	178
ER	4	0	0	7	0	0	0	0	0	0	0	0	11
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	60	0	0	128	0	0	0	0	0	0	0	0	188

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	276	0.088	277	0.089	277	0.089	277	0.089
	THRU	3.00	4800	661	0.138	664	0.138	664	0.138	664	0.138
	RIGHT	1.00	1600	548	0.343	551	0.344	551	0.344	551	0.344
SB	LEFT	2.00	3120	350	0.112	352	0.113	352	0.113	352	0.113
	THRU	4.00	6400	1367	0.214	1374	0.215	1374	0.215	1374	0.215
	RIGHT	1.00	1600	521	0.326	524	0.327	524	0.327	524	0.327
EB	LEFT	1.00	1600	276	0.172	277	0.173	277	0.173	277	0.173
	THRU	3.00	4800	661	0.252	664	0.253	721	0.266	842	0.292
	RIGHT	0.00	0	548	0.000	551	0.000	554	0.000	561	0.000
WB	LEFT	2.00	3120	553	0.177	556	0.178	556	0.178	556	0.178
	THRU	3.00	4800	1217	0.279	1223	0.281	1223	0.281	1223	0.281
	RIGHT	0.00	0	123	0.000	124	0.000	124	0.000	124	0.000
Intersection Volume				7101		7137		7197		7325	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.804		0.807		0.807		0.824	
Stopped Delay (sec/veh)				25.6		26.1		26.1		28.6	
LEVEL OF SERVICE (LOS)				D		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.

La Cienega Bl and I-405 SB ramps

File: C:2008PM_S.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	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	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	1.50	2400	217	0.090	218	0.091	218	0.091	218	0.091
	RIGHT	1.50	2360	118	0.050	119	0.050	119	0.050	119	0.050
SB	LEFT	1.00	1600	293	0.183	294	0.184	294	0.184	294	0.184
	THRU	3.00	4800	542	0.113	545	0.113	545	0.113	545	0.113
	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	1.50	2360	666	0.282	669	0.284	669	0.284	669	0.284
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.50	800	120	0.150	121	0.151	121	0.151	121	0.151
Intersection Volume				1956		1966		1966		1966	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.606		0.609		0.609		0.609	
Stopped Delay (sec/veh)				5.6		5.9		5.9		5.9	
LEVEL OF SERVICE (LOS)				B		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.

La Cienega Bl and El Segundo Bl

File: C:2008PM_S.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	9	0	135	0	0	0	0	0	0	0	144
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	0	0	9	0	135	0	0	0	0	0	0	0	144

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	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
SB	LEFT	2.00	3120	675	0.216	678	0.217	678	0.217	678	0.217
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	2.00	3120	432	0.138	434	0.139	434	0.139	434	0.139
EB	LEFT	1.00	1600	163	0.102	164	0.102	164	0.102	164	0.102
	THRU	2.00	3200	1305	0.408	1312	0.410	1312	0.410	1455	0.455
	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	3.00	4800	607	0.164	610	0.164	610	0.164	610	0.164
	RIGHT	0.00	0	178	0.000	179	0.000	179	0.000	179	0.000
Intersection Volume				3360		3377		3377		3520	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.674		0.677		0.677		0.722	
Stopped Delay (sec/veh)				12.4		12.7		12.7		17.2	
LEVEL OF SERVICE (LOS)				B		B		B		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.

I-405 SB on-ramp and El Segundo Bl

File: C:2008PM_S.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	9	0	135	0	0	0	0	0	0	0	144
ER	0	0	26	0	68	0	0	0	0	0	0	0	93
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	0	0	34	0	203	0	0	0	0	0	0	0	237

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	1.50	2360	281	0.119	282	0.120	282	0.120	282	0.120
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.50	800	231	0.289	232	0.290	232	0.290	232	0.290
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	937	0.293	942	0.294	942	0.294	1085	0.339
	RIGHT	1.00	1600	833	0.521	837	0.523	837	0.523	930	0.581
WB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	1092	0.228	1097	0.229	1097	0.229	1097	0.229
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				3374		3391		3391		3627	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.632		0.634		0.634		0.679	
Stopped Delay (sec/veh)				8.2		8.4		8.4		12.9	
LEVEL OF SERVICE (LOS)				B		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.

I-405 NB ramps and El Segundo Bl

File: C:2008PM_S.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	4	0	23	0	0	0	0	0	0	0	27
ER	0	0	4	0	113	0	0	0	0	0	0	0	117
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	0	0	9	0	135	0	0	0	0	0	0	0	144

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	329	0.105	331	0.106	331	0.106	331	0.106
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	313	0.196	315	0.197	315	0.197	315	0.197
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	3.00	4800	1378	0.287	1385	0.289	1385	0.289	1412	0.294
	RIGHT	1.00	(Free)	177		178		178		295	
WB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.50	4000	485	0.121	487	0.122	487	0.122	487	0.122
	RIGHT	1.50	2360	240	0.102	241	0.102	241	0.102	241	0.102
Intersection Volume				2922		2937		2937		3080	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.533		0.535		0.535		0.541	
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.

I-405 SB offramp and Rosecrans Ave

File: C:2008PM_S.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	38	0	0	81	0	0	0	0	0	0	0	0	119
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	38	0	0	81	0	0	0	0	0	0	0	0	119

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	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
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	2.00	3120	730	0.234	734	0.235	734	0.235	734	0.235
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	4.00	6400	2401	0.375	2413	0.377	2451	0.383	2532	0.396
	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	3.00	4800	1638	0.341	1646	0.343	1646	0.343	1646	0.343
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				4769		4793		4830		4911	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.625		0.628		0.628		0.628	
Stopped Delay (sec/veh)				7.5		7.8		7.8		7.8	
LEVEL OF SERVICE (LOS)				B		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.

I-405 NB ramps and Rosecrans Ave

File: C:2008PM_S.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	8	0	0	14	0	0	0	0	0	0	0	0	21
ER	30	0	0	68	0	0	0	0	0	0	0	0	98
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	38	0	0	81	0	0	0	0	0	0	0	0	119

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	593	0.190	596	0.191	596	0.191	596	0.191
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	192	0.120	193	0.121	193	0.121	193	0.121
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	4.00	6400	1561	0.375	1569	0.377	1576	0.383	1590	0.396
	RIGHT	0.00	0	841	0.000	845	0.000	875	0.000	943	0.000
WB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	1031	0.322	1036	0.323	1036	0.323	1036	0.323
	RIGHT	0.00	0	514	0.000	517	0.000	517	0.000	517	0.000
Intersection Volume				4732		4756		4793		4874	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.615		0.618		0.624		0.637	
Stopped Delay (sec/veh)				6.5		6.8		7.4		8.7	
LEVEL OF SERVICE (LOS)				B		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.

I-405 SB ramps and Hindry Ave

File: C:2008PM_S.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	23	0	0	41	0	0	0	0	0	0	0	0	63
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	23	0	0	41	0	0	0	0	0	0	0	0	63

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	219	0.099	220	0.099	220	0.099	220	0.099
	RIGHT	0.00	0	97	0.000	97	0.000	97	0.000	97	0.000
SB	LEFT	2.00	3120	730	0.234	734	0.235	756	0.242	797	0.255
	THRU	1.00	1600	163	0.195	164	0.196	164	0.196	164	0.196
	RIGHT	0.00	0	149	0.000	150	0.000	150	0.000	150	0.000
EB	LEFT	1.00	1600	145	0.091	146	0.091	146	0.091	146	0.091
	THRU	1.00	1600	80	0.052	80	0.053	80	0.053	80	0.053
	RIGHT	0.00	0	4	0.000	4	0.000	4	0.000	4	0.000
WB	LEFT	0.50	800	40	0.050	40	0.050	40	0.050	40	0.050
	THRU	0.50	800	52	0.065	52	0.065	52	0.065	52	0.065
	RIGHT	2.00	3120	189	0.061	190	0.061	190	0.061	190	0.061
Intersection Volume				1868		1877		1900		1940	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.538		0.541		0.548		0.561	
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.

California St and Imperial Hwy

File: C:2008PM_S.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	45	0	0	0	0	0	0	0	0	0	0	45
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	0	45	0	0	0	0	0	0	0	0	0	0	45

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	10	0.006	10	0.006	10	0.006	10	0.006
	THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	119	0.074	120	0.075	120	0.075	120	0.075
SB	LEFT	1.00	1600	98	0.061	98	0.062	98	0.062	98	0.062
	THRU	1.00	1600	7	0.010	7	0.010	7	0.010	7	0.010
	RIGHT	0.00	0	9	0.000	9	0.000	9	0.000	9	0.000
EB	LEFT	1.00	1600	8	0.005	8	0.005	8	0.005	8	0.005
	THRU	3.00	4800	1123	0.236	1129	0.237	1129	0.237	1174	0.246
	RIGHT	0.00	0	9	0.000	9	0.000	9	0.000	9	0.000
WB	LEFT	1.00	1600	219	0.137	220	0.138	220	0.138	220	0.138
	THRU	3.00	4800	1535	0.334	1543	0.335	1543	0.335	1543	0.335
	RIGHT	0.00	0	67	0.000	67	0.000	67	0.000	67	0.000
Intersection Volume				3204		3220		3220		3265	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.484		0.486		0.486		0.496	
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.

Main Street and Imperial Hwy

File: C:2008PM_S.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	45	0	0	0	0	0	0	0	0	0	0	45
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	0	45	0	0	0	0	0	0	0	0	0	0	45

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	1.50	2360	153	0.065	154	0.065	154	0.065	154	0.065
	THRU	0.50	800	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	421	0.263	423	0.264	423	0.264	468	0.293
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	1.00	1600	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	3.00	4800	940	0.196	945	0.197	945	0.197	945	0.197
	RIGHT	1.00	(Free)	274		275		275		275	
WB	LEFT	1.00	1600	521	0.326	524	0.327	524	0.327	524	0.327
	THRU	3.00	4800	776	0.162	780	0.163	780	0.163	780	0.163
	RIGHT	0.00	0	4	0.000	4	0.000	4	0.000	4	0.000
Intersection Volume				3089		3104		3104		3149	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.636		0.639		0.639		0.639	
Stopped Delay (sec/veh)				8.6		8.9		8.9		8.9	
LEVEL OF SERVICE (LOS)				B		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.

Continental and Grand Ave

File: C:2008PM_S.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	100	35	0	0	0	0	0	135
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	0	0	0	0	0	100	35	0	0	0	0	0	135

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	74	0.000	74	0.000	74	0.000	74	0.000
	THRU	3.00	4800	218	0.067	219	0.067	219	0.067	219	0.067
	RIGHT	0.00	0	29	0.000	29	0.000	29	0.000	29	0.000
SB	LEFT	1.00	1600	22	0.014	22	0.014	22	0.014	22	0.014
	THRU	3.00	4800	349	0.090	351	0.090	351	0.090	351	0.090
	RIGHT	0.00	0	83	0.000	83	0.000	83	0.000	83	0.000
EB	LEFT	1.00	1600	102	0.064	103	0.064	103	0.064	238	0.148
	THRU	3.00	4800	229	0.105	230	0.105	230	0.105	230	0.105
	RIGHT	0.00	0	274	0.000	275	0.000	275	0.000	275	0.000
WB	LEFT	1.00	1600	50	0.031	50	0.031	50	0.031	50	0.031
	THRU	3.00	4800	260	0.063	261	0.063	261	0.063	261	0.063
	RIGHT	0.00	0	41	0.000	41	0.000	41	0.000	41	0.000
Intersection Volume				1731		1740		1740		1875	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.276		0.277		0.277		0.352	
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.

Continental and Mariposa Ave

File: C:2008PM_S.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	100	35	0	0	0	0	0	135
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	0	0	0	0	0	100	35	0	0	0	0	0	135

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	213	0.133	214	0.134	214	0.134	214	0.134
	THRU	1.00	1600	161	0.101	162	0.101	162	0.101	162	0.101
	RIGHT	2.00	3120	218	0.070	219	0.070	219	0.070	354	0.113
SB	LEFT	1.00	1600	18	0.011	18	0.011	18	0.011	18	0.011
	THRU	1.00	1600	96	0.075	96	0.075	96	0.075	96	0.075
	RIGHT	0.00	0	24	0.000	24	0.000	24	0.000	24	0.000
EB	LEFT	1.00	1600	21	0.013	21	0.013	21	0.013	21	0.013
	THRU	3.00	4800	307	0.082	309	0.082	309	0.082	309	0.082
	RIGHT	0.00	0	87	0.000	87	0.000	87	0.000	87	0.000
WB	LEFT	1.00	1600	117	0.073	118	0.073	118	0.073	118	0.073
	THRU	2.00	3200	374	0.125	376	0.126	376	0.126	376	0.126
	RIGHT	0.00	0	27	0.000	27	0.000	27	0.000	27	0.000
Intersection Volume				1663		1671		1671		1806	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.413		0.415		0.415		0.415	
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.

Nash St and Mariposa Ave

File: C:2008PM_S.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	100	35	0	0	0	0	0	135
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	0	0	0	0	0	100	35	0	0	0	0	0	135

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 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	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
SB	LEFT	0.00	0	86	0.000	86	0.000	86	0.000	86	0.000
	THRU	4.00	6400	397	0.095	399	0.095	399	0.095	399	0.095
	RIGHT	0.00	0	124	0.000	125	0.000	125	0.000	125	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	442	0.138	444	0.139	444	0.139	579	0.181
	RIGHT	1.00	1600	214	0.134	215	0.134	215	0.134	215	0.134
WB	LEFT	1.00	1600	95	0.059	95	0.060	95	0.060	95	0.060
	THRU	2.00	3200	189	0.059	190	0.059	190	0.059	190	0.059
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				1547		1555		1555		1690	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.342		0.344		0.344		0.386	
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.

Douglas St/Douglas ST and Mariposa Ave

File: C:2008PM_S.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	100	35	0	0	0	0	0	135
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	0	0	0	0	0	100	35	0	0	0	0	0	135

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	1.50	2360	268	0.114	269	0.114	269	0.114	269	0.114
	THRU	4.50	7200	468	0.065	470	0.065	470	0.065	470	0.065
	RIGHT	1.00	1600	8	0.005	8	0.005	8	0.005	8	0.005
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	1.50	2360	709	0.300	713	0.302	713	0.302	848	0.359
	THRU	0.50	800	11	0.014	11	0.014	11	0.014	11	0.014
	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	2.00	3200	25	0.016	25	0.016	25	0.016	25	0.016
	RIGHT	0.00	0	26	0.000	26	0.000	26	0.000	26	0.000
Intersection Volume				1515		1523		1523		1658	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.480		0.482		0.482		0.539	
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.

Douglas St and Atwood Way

File: C:2008PM_S.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	100	35	0	0	0	0	0	135
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	0	0	0	0	0	100	35	0	0	0	0	0	135

INTERSECTION LEVEL OF SERVICE (LOS)

* Geometrics: Existing Geometrics
* Ambient Traffic Growth: 0.5 % per year

Movement		Lanes	Capacity	Year 2007 Volume	Year 2007 V/C	Forecast Year 2008 Volume	Forecast Year 2008 V/C	W/Proposed Project Volume	W/Proposed Project V/C	With ALL Projects Volume	With ALL Projects V/C
NB	LEFT	2.00	3120	753	0.241	757	0.243	757	0.243	892	0.286
	THRU	4.00	6400	548	0.086	551	0.086	551	0.086	551	0.086
	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	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	2.00	3120	26	0.008	26	0.008	26	0.008	26	0.008
	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	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				1327		1334		1334		1469	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.300		0.301		0.301		0.344	
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.

C:2008PM_S.ivc

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 Chevron Gate 22	0	0	0	75
2 Chevron Lots 5-6-7	0	0	0	45
3 Chevron Gates 7&8	0	0	0	85
4 Chevron Gate 10	0	0	0	135
5 Douglas building parking	0	0	0	225
6 Grand Avenue Courtyard parking	0	0	0	100
7 Pacific Tower parking	0	0	0	35
8 Dockweiler beach parking	0	0	0	0

C:2008PM_S.ivc

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

	Year 2007			Forecast Year 2008			Plus Related Projects			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Sepulveda(SR1) and El Segundo Bl	F	94.6	1.099	F	96.4	1.104	F	100.1	1.115	F	100.1	1.115	+0.000
Sepulveda(SR1) and Rosecrans Ave	F	82.7	1.065	F	84.4	1.070	F	85.6	1.073	F	89.9	1.086	+0.013
Sepulveda(SR1) and Imperial Hwy	C	16.4	0.714	C	16.8	0.718	C	17.2	0.722	C	17.2	0.722	+0.001
Aviation Bl and El Segundo Bl	E	52.7	0.963	E	53.6	0.968	F	66.0	1.017	F	66.0	1.017	+0.000
Aviation Bl and Rosecrans Ave	D	25.6	0.804	D	26.1	0.807	D	28.6	0.824	D	28.6	0.824	+0.000
La Cienega Bl and I-405 SB ramps	B	5.6	0.606	B	5.9	0.609	B	5.9	0.609	B	5.9	0.609	+0.000
La Cienega Bl and El Segundo Bl	B	12.4	0.674	B	12.7	0.677	C	17.2	0.722	C	17.2	0.722	+0.000
I-405 SB on-ramp and El Segundo Bl	B	8.2	0.632	B	8.4	0.634	B	12.9	0.679	B	12.9	0.679	+0.000
I-405 NB ramps and El Segundo Bl	A	5.0	0.533	A	5.0	0.535	A	5.0	0.541	A	5.0	0.541	+0.000
I-405 SB offramp and Rosecrans Ave	B	7.5	0.625	B	7.8	0.628	B	7.8	0.628	B	7.8	0.628	+0.000

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

C:2008PM_S.ivc

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

	Year 2007			Forecast Year 2008			Plus Related Projects			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
I-405 NB ramps and Rosecrans Ave	B	6.5	0.615	B	6.8	0.618	B	8.1	0.631	B	8.7	0.637	+0.006
I-405 SB ramps and Hindry Ave	A	5.0	0.538	A	5.0	0.541	A	5.0	0.554	A	5.0	0.561	+0.007
California St and Imperial Hwy	A	5.0	0.484	A	5.0	0.486	A	5.0	0.496	A	5.0	0.496	+0.000
Main Street and Imperial Hwy	B	8.6	0.636	B	8.9	0.639	B	8.9	0.639	B	8.9	0.639	+0.000
Continental and Grand Ave	A	5.0	0.276	A	5.0	0.277	A	5.0	0.352	A	5.0	0.352	+0.000
Continental and Mariposa Ave	A	5.0	0.413	A	5.0	0.415	A	5.0	0.415	A	5.0	0.415	+0.000
Nash St and Mariposa Ave	A	5.0	0.342	A	5.0	0.344	A	5.0	0.386	A	5.0	0.386	+0.000
Douglas St/Douglas ST and Mariposa Ave	A	5.0	0.480	A	5.0	0.482	A	5.0	0.539	A	5.0	0.539	+0.000
Douglas St and Atwood Way	A	5.0	0.300	A	5.0	0.301	A	5.0	0.344	A	5.0	0.344	+0.000
Sepulveda Blvd and Hughes Way/Gate 10	A	5.0	0.549	A	5.0	0.552	A	5.0	0.554	A	5.0	0.554	+0.000

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

C:2008PM_S.ivc

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

	Year 2007			Forecast Year 2008			Plus Proposed Project				Plus Related Projects		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C	LOS	DELAY	V/C
Sepulveda(SR1) and El Segundo Bl	F	94.6	1.099	F	96.4	1.104	F	96.4	1.104	+0.000	F	100.1	1.115
Sepulveda(SR1) and Rosecrans Ave	F	82.7	1.065	F	84.4	1.070	F	88.8	1.082	+0.013	F	89.9	1.086
Sepulveda(SR1) and Imperial Hwy	C	16.4	0.714	C	16.8	0.718	C	16.8	0.718	+0.001	C	17.2	0.722
Aviation Bl and El Segundo Bl	E	52.7	0.963	E	53.6	0.968	E	53.6	0.968	+0.000	F	66.0	1.017
Aviation Bl and Rosecrans Ave	D	25.6	0.804	D	26.1	0.807	D	26.1	0.807	+0.000	D	28.6	0.824
La Cienega Bl and I-405 SB ramps	B	5.6	0.606	B	5.9	0.609	B	5.9	0.609	+0.000	B	5.9	0.609
La Cienega Bl and El Segundo Bl	B	12.4	0.674	B	12.7	0.677	B	12.7	0.677	+0.000	C	17.2	0.722
I-405 SB on-ramp and El Segundo Bl	B	8.2	0.632	B	8.4	0.634	B	8.4	0.634	+0.000	B	12.9	0.679
I-405 NB ramps and El Segundo Bl	A	5.0	0.533	A	5.0	0.535	A	5.0	0.535	+0.000	A	5.0	0.541
I-405 SB offramp and Rosecrans Ave	B	7.5	0.625	B	7.8	0.628	B	7.8	0.628	+0.000	B	7.8	0.628

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

C:2008PM_S.ivc

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing Geometrics
Ambient Traffic Growth: 0.5 % per year

	Year 2007			Forecast Year 2008			Plus Proposed Project				Plus Related Projects		
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C	LOS	DELAY	V/C
I-405 NB ramps and Rosecrans Ave	B	6.5	0.615	B	6.8	0.618	B	7.4	0.624	+0.006	B	8.7	0.637
I-405 SB ramps and Hindry Ave	A	5.0	0.538	A	5.0	0.541	A	5.0	0.548	+0.007	A	5.0	0.561
California St and Imperial Hwy	A	5.0	0.484	A	5.0	0.486	A	5.0	0.486	+0.000	A	5.0	0.496
Main Street and Imperial Hwy	B	8.6	0.636	B	8.9	0.639	B	8.9	0.639	+0.000	B	8.9	0.639
Continental and Grand Ave	A	5.0	0.276	A	5.0	0.277	A	5.0	0.277	+0.000	A	5.0	0.352
Continental and Mariposa Ave	A	5.0	0.413	A	5.0	0.415	A	5.0	0.415	+0.000	A	5.0	0.415
Nash St and Mariposa Ave	A	5.0	0.342	A	5.0	0.344	A	5.0	0.344	+0.000	A	5.0	0.386
Douglas St/Douglas ST and Mariposa Ave	A	5.0	0.480	A	5.0	0.482	A	5.0	0.482	+0.000	A	5.0	0.539
Douglas St and Atwood Way	A	5.0	0.300	A	5.0	0.301	A	5.0	0.301	+0.000	A	5.0	0.344

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