APPENDIX E

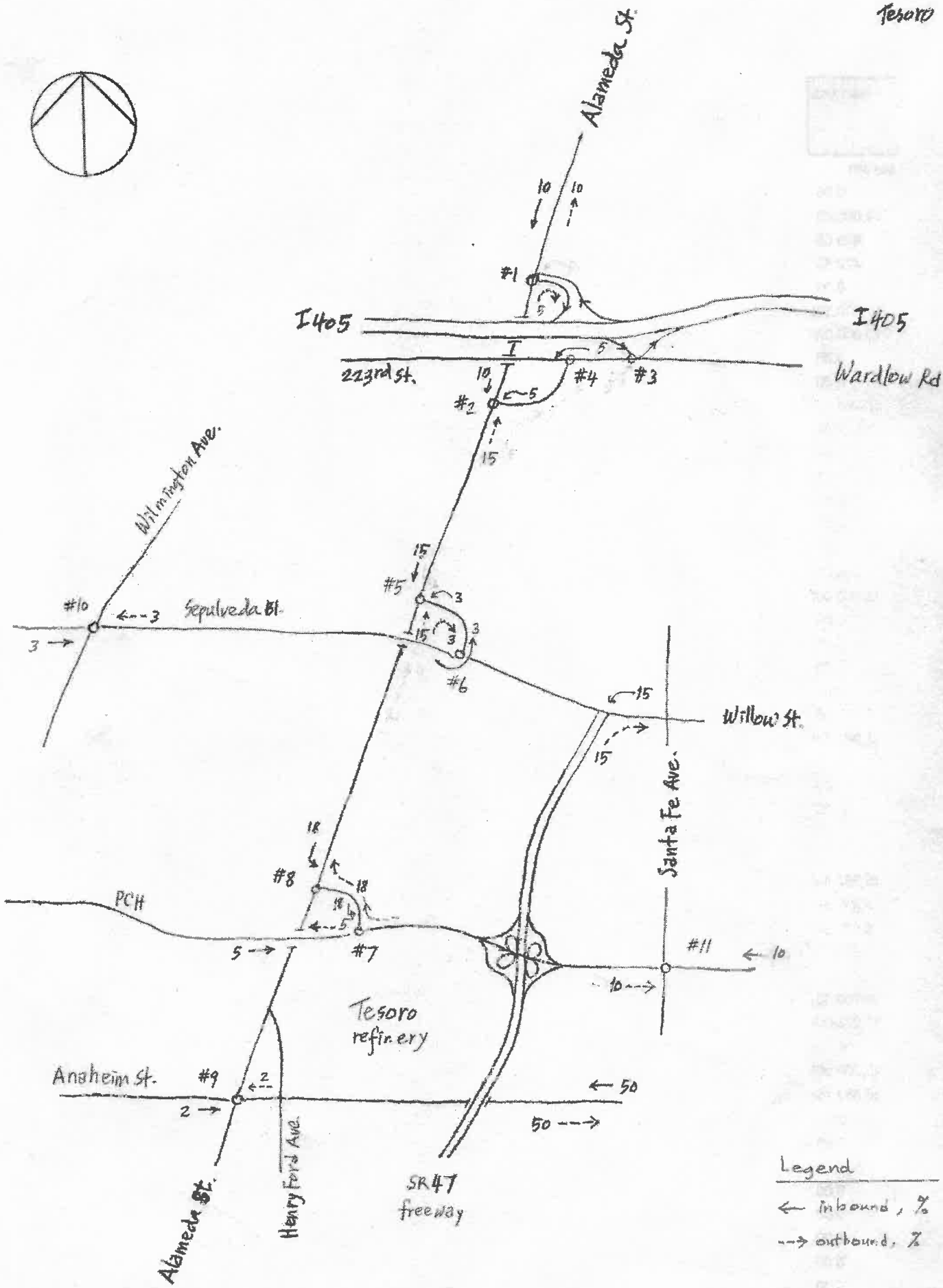
TRAFFIC LEVEL OF SERVICE ANALYSIS

Trip Generation Assumptions

	Street Peak Hours			
	A.M. Peak Hour within 7-9 a.m.		P.M. Peak Hour within 4-6 p.m.	
	enter	exit	enter	exit
Number of construction workers: 600 workers, one shift from 7 a.m. to 4 p.m.	0	0	0	600
5 trucks per day x 3.0 = 15 PCEs per day	2	0	0	2
Total trips to/from project site:	2	0	0	602

Note:
Assuming a PCE (Passenger Car Equivalent) factor of 3.0 for heavy trucks.

5/12/2008
Tesoro



Baseline and Project Traffic Analysis

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Tesoro (Shell) Refinery

LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Year 2008

	LOS	DELAY	V/C
Alameda St and I-405 NB ramps	A	5.0	0.455
Alameda St and 223rd connector	A	5.0	0.418
ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.521
Alameda connector and 223rd St	A	5.0	0.433
Alameda St and Sepulveda connector	A	5.0	0.347
Alameda connector and Sepulveda Blvd	A	5.0	0.429
Alameda connector and PCH	A	5.0	0.433
Alameda St and PCH connector	A	5.0	0.196
Alameda St and Anaheim St	A	5.0	0.537
Wilmington Ave and Sepulveda Blvd	B	11.1	0.661
Santa Fe and PCH	C	17.7	0.727

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

Tesoro (Shell) Refinery

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Year 2008

	LOS	DELAY	V/C
Alameda St and I-405 NB ramps	A	5.0	0.564
Alameda St and 223rd connector	A	5.0	0.514
ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.497
Alameda connector and 223rd St	C	18.7	0.737
Alameda St and Sepulveda connector	A	5.0	0.446
Alameda connector and Sepulveda Blvd	A	5.0	0.582
Alameda connector and PCH	A	5.0	0.550
Alameda St and PCH connector	A	5.0	0.234
Alameda St and Anaheim St	A	5.0	0.566
Wilmington Ave and Sepulveda Blvd	A	5.0	0.557
Santa Fe and PCH	D	29.7	0.832

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

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LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Geometrics: Existing conditions
Ambient Traffic Growth: 1 % per year

Year 2008			Forecast Year 2008				Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
Alameda St and I-405 NB ramps/										
A	5.0	0.455	A	5.0	0.455	.....	A	5.0	0.455	+0.000
Alameda St and 223rd connector/										
A	5.0	0.418	A	5.0	0.418	.....	A	5.0	0.418	+0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St										
A	5.0	0.521	A	5.0	0.521	.....	A	5.0	0.521	+0.000
/Alameda connector and 223rd St										
A	5.0	0.433	A	5.0	0.433	.....	A	5.0	0.433	+0.000
Alameda St and Sepulveda connector/										
A	5.0	0.347	A	5.0	0.347	.....	A	5.0	0.347	+0.000
/Alameda connector and Sepulveda Blvd										
A	5.0	0.429	A	5.0	0.429	.....	A	5.0	0.429	+0.000
/Alameda connector and PCH										
A	5.0	0.433	A	5.0	0.433	.....	A	5.0	0.433	+0.000
Alameda St and PCH connector/										
A	5.0	0.196	A	5.0	0.196	.....	A	5.0	0.196	+0.000
Alameda St and Anaheim St										
A	5.0	0.537	A	5.0	0.537	.....	A	5.0	0.537	+0.000
Wilmington Ave and Sepulveda Blvd										
B	11.1	0.661	B	11.1	0.661	.....	B	11.1	0.661	+0.000

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

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LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Geometrics: Existing conditions
Ambient Traffic Growth: 1 % per year

Year 2008			Forecast Year 2008				Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
Santa Fe and PCH										
C	17.7	0.727	C	17.7	0.727	.....	C	17.7	0.727	+0.000

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

Alameda St and I-405 NB ramps/

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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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 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	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	552	0.172	552	0.172	552	0.172	552	0.172
	RIGHT	1.00	1600	52	0.032	52	0.032	52	0.032	52	0.032
SB	LEFT	1.00	1600	28	0.018	28	0.018	28	0.018	28	0.018
	THRU	3.00	4800	782	0.163	782	0.163	782	0.163	782	0.163
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	344	0.215	344	0.215	344	0.215	344	0.215
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	241	0.151	241	0.151	241	0.151	241	0.151
Intersection Volume				1999		1999		1999		1999	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.455		0.455		0.455		0.455	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

Alameda St and 223rd connector/

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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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	3.00	4800	469	0.148	469	0.148	469	0.148	469	0.148
	RIGHT	0.00	0	241	0.000	241	0.000	241	0.000	241	0.000
SB	LEFT	1.00	1600	197	0.123	197	0.123	197	0.123	197	0.123
	THRU	3.00	4800	957	0.199	957	0.199	957	0.199	957	0.199
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	155	0.097	155	0.097	155	0.097	155	0.097
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	114	0.071	114	0.071	114	0.071	114	0.071
Intersection Volume				2133		2133		2133		2133	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.418		0.418		0.418		0.418	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

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

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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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	7	0.000	7	0.000	7	0.000	7	0.000
	THRU	1.00	1600	0	0.006	0	0.006	0	0.006	0	0.006
	RIGHT	0.00	0	3	0.000	3	0.000	3	0.000	3	0.000
SB	LEFT	1.00	1600	102	0.064	102	0.064	102	0.064	102	0.064
	THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	199	0.124	199	0.124	199	0.124	199	0.124
EB	LEFT	2.00	3120	520	0.167	520	0.167	520	0.167	520	0.167
	THRU	2.00	3200	381	0.119	381	0.119	381	0.119	381	0.119
	RIGHT	1.00	1600	3	0.002	3	0.002	3	0.002	3	0.002
WB	LEFT	1.00	1600	5	0.003	5	0.003	5	0.003	5	0.003
	THRU	2.00	3200	751	0.235	751	0.235	751	0.235	751	0.235
	RIGHT	1.00	1600	75	0.047	75	0.047	75	0.047	75	0.047
Intersection Volume				2046		2046		2046		2046	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.521		0.521		0.521		0.521	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

/Alameda connector and 223rd St

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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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	172	0.000	172	0.000	172	0.000	172	0.000
	THRU	2.00	3200	0	0.141	0	0.141	0	0.141	0	0.141
	RIGHT	0.00	0	279	0.000	279	0.000	279	0.000	279	0.000
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	600	0.188	600	0.188	600	0.188	600	0.188
	RIGHT	1.00	1600	91	0.057	91	0.057	91	0.057	91	0.057
WB	LEFT	2.00	3120	169	0.054	169	0.054	169	0.054	169	0.054
	THRU	3.00	4800	759	0.158	759	0.158	759	0.158	759	0.158
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				2070		2070		2070		2070	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.433		0.433		0.433		0.433	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

Alameda St and Sepulveda connector/

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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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	3.00	4800	420	0.101	420	0.101	420	0.101	420	0.101
	RIGHT	0.00	0	63	0.000	63	0.000	63	0.000	63	0.000
SB	LEFT	1.00	1600	234	0.146	234	0.146	234	0.146	234	0.146
	THRU	3.00	4800	765	0.159	765	0.159	765	0.159	765	0.159
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.10	1752	88	0.050	88	0.050	88	0.050	88	0.050
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.90	2968	272	0.092	272	0.092	272	0.092	272	0.092
Intersection Volume				1842		1842		1842		1842	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.347		0.347		0.347		0.347	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

/Alameda connector and Sepulveda Blvd

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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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	2	0.000	2	0.000	2	0.000	2	0.000
	THRU	1.00	1600	41	0.027	41	0.027	41	0.027	41	0.027
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
SB	LEFT	1.50	2360	143	0.061	143	0.061	143	0.061	143	0.061
	THRU	0.00	0	12	0.000	12	0.000	12	0.000	12	0.000
	RIGHT	1.50	2360	133	0.056	133	0.056	133	0.056	133	0.056
EB	LEFT	1.00	1600	123	0.077	123	0.077	123	0.077	123	0.077
	THRU	3.00	4800	459	0.096	459	0.096	459	0.096	459	0.096
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	25	0.016	25	0.016	25	0.016	25	0.016
	THRU	2.00	3200	541	0.215	541	0.215	541	0.215	541	0.215
	RIGHT	0.00	0	147	0.000	147	0.000	147	0.000	147	0.000
Intersection Volume				1626		1626		1626		1626	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.429		0.429		0.429		0.429	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

/Alameda connector and PCH

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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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	1.00	1600	124	0.078	124	0.078	124	0.078	124	0.078
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	219	0.137	219	0.137	219	0.137	219	0.137
EB	LEFT	1.00	1600	114	0.071	114	0.071	114	0.071	114	0.071
	THRU	3.00	4800	746	0.155	746	0.155	746	0.155	746	0.155
	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	1024	0.235	1024	0.235	1024	0.235	1024	0.235
	RIGHT	0.00	0	102	0.000	102	0.000	102	0.000	102	0.000
Intersection Volume				2329		2329		2329		2329	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.433		0.433		0.433		0.433	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

Alameda St and PCH connector/

File: C:CarsonEA.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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	3.00	4800	272	0.060	272	0.060	272	0.060	272	0.060
	RIGHT	0.00	0	14	0.000	14	0.000	14	0.000	14	0.000
SB	LEFT	1.00	1600	69	0.043	69	0.043	69	0.043	69	0.043
	THRU	3.00	4800	639	0.133	639	0.133	639	0.133	639	0.133
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	20	0.013	20	0.013	20	0.013	20	0.013
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	60	0.038	60	0.038	60	0.038	60	0.038
Intersection Volume				1074		1074		1074		1074	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.196		0.196		0.196		0.196	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

Alameda St and Anaheim St

File: C:CarsonEA.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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	31	0.019	31	0.019	31	0.019	31	0.019
	THRU	2.00	3200	170	0.053	170	0.053	170	0.053	170	0.053
	RIGHT	1.00	1600	343	0.214	343	0.214	343	0.214	343	0.214
SB	LEFT	1.00	1600	5	0.003	5	0.003	5	0.003	5	0.003
	THRU	2.00	3200	255	0.080	255	0.080	255	0.080	255	0.080
	RIGHT	1.00	1600	199	0.124	199	0.124	199	0.124	199	0.124
EB	LEFT	1.00	1600	67	0.042	67	0.042	67	0.042	67	0.042
	THRU	2.00	3200	845	0.264	845	0.264	845	0.264	845	0.264
	RIGHT	1.00	1600	29	0.018	29	0.018	29	0.018	29	0.018
WB	LEFT	2.00	3120	254	0.081	254	0.081	254	0.081	254	0.081
	THRU	2.00	3200	1108	0.346	1108	0.346	1108	0.346	1108	0.346
	RIGHT	1.00	1600	14	0.009	14	0.009	14	0.009	14	0.009
Intersection Volume				3320		3320		3320		3320	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.537		0.537		0.537		0.537	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

Wilmington Ave and Sepulveda Blvd

File: C:CarsonEA.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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	V/C	Forecast Year 2008 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	1.00	1600	37	0.023	37	0.023	37	0.023	37	0.023
	THRU	2.00	3200	614	0.192	614	0.192	614	0.192	614	0.192
	RIGHT	1.00	1600	137	0.086	137	0.086	137	0.086	137	0.086
SB	LEFT	1.00	1600	107	0.067	107	0.067	107	0.067	107	0.067
	THRU	2.00	3200	382	0.119	382	0.119	382	0.119	382	0.119
	RIGHT	1.00	1600	154	0.096	154	0.096	154	0.096	154	0.096
EB	LEFT	1.00	1600	293	0.183	293	0.183	293	0.183	293	0.183
	THRU	2.00	3200	401	0.125	401	0.125	401	0.125	401	0.125
	RIGHT	1.00	(Free)	20		20		20		20	
WB	LEFT	1.00	1600	113	0.071	113	0.071	113	0.071	113	0.071
	THRU	2.00	3200	541	0.169	541	0.169	541	0.169	541	0.169
	RIGHT	1.00	1600	112	0.070	112	0.070	112	0.070	112	0.070
Intersection Volume				2911		2911		2911		2911	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.661		0.661		0.661		0.661	
Stopped Delay (sec/veh)				11.1		11.1		11.1		11.1	
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.

Santa Fe and PCH

File: C:CarsonEA.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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	166	0.104	166	0.104	166	0.104	166	0.104
	THRU	2.00	3200	349	0.109	349	0.109	349	0.109	349	0.109
	RIGHT	1.00	1600	63	0.039	63	0.039	63	0.039	63	0.039
SB	LEFT	1.00	1600	233	0.146	233	0.146	233	0.146	233	0.146
	THRU	2.00	3200	368	0.115	368	0.115	368	0.115	368	0.115
	RIGHT	1.00	1600	153	0.096	153	0.096	153	0.096	153	0.096
EB	LEFT	1.00	1600	70	0.044	70	0.044	70	0.044	70	0.044
	THRU	2.00	3200	771	0.241	771	0.241	771	0.241	771	0.241
	RIGHT	1.00	1600	65	0.041	65	0.041	65	0.041	65	0.041
WB	LEFT	1.00	1600	54	0.034	54	0.034	54	0.034	54	0.034
	THRU	2.00	3200	1210	0.378	1210	0.378	1210	0.378	1210	0.378
	RIGHT	1.00	1600	118	0.074	118	0.074	118	0.074	118	0.074
Intersection Volume				3620		3620		3620		3620	
Signal Phasing Loss Factor					0.05		0.05		0.05		0.05
Intersection V/C Ratio					0.727		0.727		0.727		0.727
Stopped Delay (sec/veh)					17.7		17.7		17.7		17.7
LEVEL OF SERVICE (LOS)					C		C		C		C

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

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TRIPS GENERATED BY PROJECTS

PROJECT (or Project Group)	A.M. PEAK HOUR enter	A.M. PEAK HOUR exit	P.M. PEAK HOUR enter	P.M. PEAK HOUR exit
1 Project traffic	0	0	0	0

C:tesoroP.ivc

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing conditions
Ambient Traffic Growth: 1 % per year

	Year 2008			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	+V/C
Alameda St and I-405 NB ramps	A	5.0	0.564	A	5.0	0.583	+0.019
Alameda St and 223rd connector	A	5.0	0.514	A	5.0	0.533	+0.019
ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.497	A	5.0	0.497	+0.000
Alameda connector and 223rd St	C	18.7	0.737	C	18.7	0.737	+0.000
Alameda St and Sepulveda connector	A	5.0	0.446	A	5.0	0.469	+0.023
Alameda connector and Sepulveda Blvd	A	5.0	0.582	A	5.0	0.582	+0.000
Alameda connector and PCH	A	5.0	0.550	A	5.0	0.579	+0.029
Alameda St and PCH connector/	A	5.0	0.234	A	5.0	0.301	+0.068
Alameda St and Anaheim St	A	5.0	0.566	A	5.0	0.570	+0.004
Wilmington Ave and Sepulveda Blvd	A	5.0	0.557	A	5.0	0.563	+0.006
Santa Fe and PCH	D	29.7	0.832	D	32.6	0.850	+0.019

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

C:tesoroP.ivc

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing conditions
Ambient Traffic Growth: 1 % per year

Year 2008			Forecast Year 2008				Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
Alameda St and I-405 NB ramps										
A	5.0	0.564	A	5.0	0.564	.....	A	5.0	0.583	+0.019
Alameda St and 223rd connector										
A	5.0	0.514	A	5.0	0.514	.....	A	5.0	0.533	+0.019
ICTF entry/I-405 Ramps and Wardlow/223rd St										
A	5.0	0.497	A	5.0	0.497	.....	A	5.0	0.497	+0.000
/Alameda connector and 223rd St										
C	18.7	0.737	C	18.7	0.737	.....	C	18.7	0.737	+0.000
Alameda St and Sepulveda connector/										
A	5.0	0.446	A	5.0	0.446	.....	A	5.0	0.469	+0.023
/Alameda connector and Sepulveda Blvd										
A	5.0	0.582	A	5.0	0.582	.....	A	5.0	0.582	+0.000
/Alameda connector and PCH										
A	5.0	0.550	A	5.0	0.550	.....	A	5.0	0.579	+0.029
Alameda St and PCH connector/										
A	5.0	0.234	A	5.0	0.234	.....	A	5.0	0.301	+0.068
Alameda St and Anaheim St										
A	5.0	0.566	A	5.0	0.566	.....	A	5.0	0.570	+0.004
Wilmington Ave and Sepulveda Blvd										
A	5.0	0.557	A	5.0	0.557	.....	A	5.0	0.563	+0.006

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

C:tesoroP.ivc

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Geometrics: Existing conditions
Ambient Traffic Growth: 1 % per year

	Year 2008			Forecast Year 2008			Plus Proposed Project			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Santa Fe and PCH	D	29.7	0.832	D	29.7	0.832	D	32.6	0.850	+0.019

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

Alameda St and I-405 NB ramps

File: C:tesoroP.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	60	0	0	0	0	0	0	0	0	0	0	0	60
NR	30	0	0	0	0	0	0	0	0	0	0	0	30
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	90	0	0	0	0	0	0	0	0	0	0	0	90

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement		Lanes	Capacity	Year 2008 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	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	953	0.298	953	0.298	1013	0.317	1013	0.317
	RIGHT	1.00	1600	147	0.092	147	0.092	177	0.111	177	0.111
SB	LEFT	1.00	1600	97	0.061	97	0.061	97	0.061	97	0.061
	THRU	3.00	4800	853	0.178	853	0.178	853	0.178	853	0.178
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	249	0.156	249	0.156	249	0.156	249	0.156
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	342	0.214	342	0.214	342	0.214	342	0.214
Intersection Volume				2641		2641		2731		2731	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.564		0.564		0.583		0.583	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

Alameda St and 223rd connector

File: C:tesoroP.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	90	0	0	0	0	0	0	0	0	0	0	0	90
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	90	0	0	0	0	0	0	0	0	0	0	0	90

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	3.00	4800	992	0.295	992	0.295	1082	0.314	1082	0.314
	RIGHT	0.00	0	424	0.000	424	0.000	424	0.000	424	0.000
SB	LEFT	1.00	1600	150	0.094	150	0.094	150	0.094	150	0.094
	THRU	3.00	4800	931	0.194	931	0.194	931	0.194	931	0.194
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	120	0.075	120	0.075	120	0.075	120	0.075
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	119	0.074	119	0.074	119	0.074	119	0.074
Intersection Volume				2736		2736		2826		2826	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.514		0.514		0.533		0.533	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

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

File: C:tesoroP.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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	1	0.000	1	0.000	1	0.000	1	0.000
	THRU	1.00	1600	0	0.002	0	0.002	0	0.002	0	0.002
	RIGHT	0.00	0	2	0.000	2	0.000	2	0.000	2	0.000
SB	LEFT	1.00	1600	76	0.047	76	0.047	76	0.047	76	0.047
	THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	41	0.026	41	0.026	41	0.026	41	0.026
EB	LEFT	2.00	3120	840	0.269	840	0.269	840	0.269	840	0.269
	THRU	2.00	3200	1136	0.355	1136	0.355	1136	0.355	1136	0.355
	RIGHT	1.00	1600	2	0.001	2	0.001	2	0.001	2	0.001
WB	LEFT	1.00	1600	1	0.001	1	0.001	1	0.001	1	0.001
	THRU	2.00	3200	410	0.128	410	0.128	410	0.128	410	0.128
	RIGHT	1.00	1600	88	0.055	88	0.055	88	0.055	88	0.055
Intersection Volume				2597		2597		2597		2597	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.497		0.497		0.497		0.497	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

/Alameda connector and 223rd St

File: C:tesoroP.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 conditions
* Ambient Traffic Growth: 1 % per year

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	88	0.000	88	0.000	88	0.000	88	0.000
	THRU	2.00	3200	0	0.180	0	0.180	0	0.180	0	0.180
	RIGHT	0.00	0	489	0.000	489	0.000	489	0.000	489	0.000
SB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	1513	0.473	1513	0.473	1513	0.473	1513	0.473
	RIGHT	1.00	1600	106	0.066	106	0.066	106	0.066	106	0.066
WB	LEFT	2.00	3120	106	0.034	106	0.034	106	0.034	106	0.034
	THRU	3.00	4800	347	0.072	347	0.072	347	0.072	347	0.072
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume				2649		2649		2649		2649	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.737		0.737		0.737		0.737	
Stopped Delay (sec/veh)				18.7		18.7		18.7		18.7	
LEVEL OF SERVICE (LOS)				C		C		C		C	

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

Alameda St and Sepulveda connector/

File: C:tesoroP.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	90	0	0	0	0	0	0	0	0	0	0	0	90
NR	18	0	0	0	0	0	0	0	0	0	0	0	18
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	108	0	0	0	0	0	0	0	0	0	0	0	108

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	3.00	4800	1004	0.225	1004	0.225	1094	0.248	1094	0.248
	RIGHT	0.00	0	76	0.000	76	0.000	94	0.000	94	0.000
SB	LEFT	1.00	1600	203	0.127	203	0.127	203	0.127	203	0.127
	THRU	3.00	4800	800	0.167	800	0.167	800	0.167	800	0.167
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.10	1752	78	0.045	78	0.045	78	0.045	78	0.045
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.90	2968	446	0.150	446	0.150	446	0.150	446	0.150
Intersection Volume				2607		2607		2715		2715	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.446		0.446		0.469		0.469	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

/Alameda connector and Sepulveda Blvd

File: C:tesoroP.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	18	0	0	0	0	0	0	0	0	0	0	0	18
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	18	0	0	0	0	0	0	0	0	0	0	0	18

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement		Lanes	Capacity	Year 2008 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	6	0.000	6	0.000	6	0.000	6	0.000
	THRU	1.00	1600	9	0.018	9	0.018	9	0.018	9	0.018
	RIGHT	0.00	0	14	0.000	14	0.000	14	0.000	14	0.000
SB	LEFT	1.50	2360	150	0.064	150	0.064	150	0.064	150	0.064
	THRU	0.00	0	13	0.000	13	0.000	13	0.000	13	0.000
	RIGHT	1.50	2360	155	0.066	155	0.066	173	0.073	173	0.073
EB	LEFT	1.00	1600	256	0.160	256	0.160	256	0.160	256	0.160
	THRU	3.00	4800	611	0.129	611	0.129	611	0.129	611	0.129
	RIGHT	0.00	0	7	0.000	7	0.000	7	0.000	7	0.000
WB	LEFT	1.00	1600	7	0.004	7	0.004	7	0.004	7	0.004
	THRU	2.00	3200	608	0.290	608	0.290	608	0.290	608	0.290
	RIGHT	0.00	0	321	0.000	321	0.000	321	0.000	321	0.000
Intersection Volume				2157		2157		2175		2175	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.582		0.582		0.582		0.582	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

/Alameda connector and PCH

File: C:tesoroP.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	30	0	0	0	0	0	0	0	0	0	0	0	30
WR	108	0	0	0	0	0	0	0	0	0	0	0	108
Sum	138	0	0	0	0	0	0	0	0	0	0	0	138

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	1.00	1600	81	0.051	81	0.051	81	0.051	81	0.051
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	334	0.209	334	0.209	334	0.209	334	0.209
EB	LEFT	1.00	1600	302	0.189	302	0.189	302	0.189	302	0.189
	THRU	3.00	4800	1289	0.269	1289	0.269	1289	0.269	1289	0.269
	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	1048	0.261	1048	0.261	1078	0.290	1078	0.290
	RIGHT	0.00	0	204	0.000	204	0.000	312	0.000	312	0.000
Intersection Volume				3258		3258		3396		3396	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.550		0.550		0.579		0.579	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

Alameda St and PCH connector/

File: C:tesoroP.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	108	0	0	0	0	0	0	0	0	0	0	0	108
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	108	0	0	0	0	0	0	0	0	0	0	0	108

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	3.00	4800	734	0.156	734	0.156	734	0.156	734	0.156
	RIGHT	0.00	0	13	0.000	13	0.000	13	0.000	13	0.000
SB	LEFT	1.00	1600	31	0.019	31	0.019	31	0.019	31	0.019
	THRU	3.00	4800	691	0.144	691	0.144	691	0.144	691	0.144
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	14	0.009	14	0.009	122	0.076	122	0.076
	THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	57	0.036	57	0.036	57	0.036	57	0.036
Intersection Volume				1540		1540		1648		1648	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.234		0.234		0.301		0.301	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

Alameda St and Anaheim St

File: C:tesoroP.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	12	0	0	0	0	0	0	0	0	0	0	0	12
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	12	0	0	0	0	0	0	0	0	0	0	0	12

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	38	0.024	38	0.024	38	0.024	38	0.024
	THRU	2.00	3200	153	0.048	153	0.048	153	0.048	153	0.048
	RIGHT	1.00	1600	600	0.375	600	0.375	600	0.375	600	0.375
SB	LEFT	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	231	0.072	231	0.072	231	0.072	231	0.072
	RIGHT	1.00	1600	281	0.176	281	0.176	281	0.176	281	0.176
EB	LEFT	1.00	1600	124	0.078	124	0.078	124	0.078	124	0.078
	THRU	2.00	3200	1022	0.319	1022	0.319	1022	0.319	1022	0.319
	RIGHT	1.00	1600	30	0.019	30	0.019	30	0.019	30	0.019
WB	LEFT	2.00	3120	212	0.068	212	0.068	212	0.068	212	0.068
	THRU	2.00	3200	1097	0.343	1097	0.343	1109	0.347	1109	0.347
	RIGHT	1.00	1600	45	0.028	45	0.028	45	0.028	45	0.028
Intersection Volume				3833		3833		3845		3845	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.566		0.566		0.570		0.570	
Stopped Delay (sec/veh)				5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)				A		A		A		A	

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

Wilmington Ave and Sepulveda Blvd

File: C:tesoroP.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	18	0	0	0	0	0	0	0	0	0	0	0	18
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	18	0	0	0	0	0	0	0	0	0	0	0	18

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement		Lanes	Capacity	Year 2008 Volume	V/C	Forecast Year 2008 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB	LEFT	1.00	1600	14	0.009	14	0.009	14	0.009	14	0.009
	THRU	2.00	3200	434	0.136	434	0.136	434	0.136	434	0.136
	RIGHT	1.00	1600	120	0.075	120	0.075	120	0.075	120	0.075
SB	LEFT	1.00	1600	102	0.064	102	0.064	102	0.064	102	0.064
	THRU	2.00	3200	398	0.124	398	0.124	398	0.124	398	0.124
	RIGHT	1.00	1600	117	0.073	117	0.073	117	0.073	117	0.073
EB	LEFT	1.00	1600	224	0.140	224	0.140	224	0.140	224	0.140
	THRU	2.00	3200	668	0.209	668	0.209	668	0.209	668	0.209
	RIGHT	1.00	(Free)	18		18		18		18	
WB	LEFT	1.00	1600	125	0.078	125	0.078	125	0.078	125	0.078
	THRU	2.00	3200	536	0.168	536	0.168	554	0.173	554	0.173
	RIGHT	1.00	1600	102	0.064	102	0.064	102	0.064	102	0.064
Intersection Volume				2858		2858		2876		2876	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.557		0.557		0.563		0.563	
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.

Santa Fe and PCH

File: C:tesoroP.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	60	0	0	0	0	0	0	0	0	0	0	0	60
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	60	0	0	0	0	0	0	0	0	0	0	0	60

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement		Lanes	Capacity	Year 2008 Volume	Year 2008 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	185	0.116	185	0.116	185	0.116	185	0.116
	THRU	2.00	3200	540	0.169	540	0.169	540	0.169	540	0.169
	RIGHT	1.00	1600	165	0.103	165	0.103	165	0.103	165	0.103
SB	LEFT	1.00	1600	174	0.109	174	0.109	174	0.109	174	0.109
	THRU	2.00	3200	324	0.101	324	0.101	324	0.101	324	0.101
	RIGHT	1.00	1600	106	0.066	106	0.066	106	0.066	106	0.066
EB	LEFT	1.00	1600	80	0.050	80	0.050	80	0.050	80	0.050
	THRU	2.00	3200	1427	0.446	1427	0.446	1487	0.465	1487	0.465
	RIGHT	1.00	1600	76	0.047	76	0.047	76	0.047	76	0.047
WB	LEFT	1.00	1600	93	0.058	93	0.058	93	0.058	93	0.058
	THRU	2.00	3200	913	0.285	913	0.285	913	0.285	913	0.285
	RIGHT	1.00	1600	157	0.098	157	0.098	157	0.098	157	0.098
Intersection Volume				4240		4240		4300		4300	
Signal Phasing Loss Factor				0.05		0.05		0.05		0.05	
Intersection V/C Ratio				0.832		0.832		0.850		0.850	
Stopped Delay (sec/veh)				29.7		29.7		32.6		32.6	
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.