

APPENDIX D

TRAFFIC ANALYSIS

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Construction Traffic
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005			Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Alameda St and I-405 Ramps									
A	5.0	0.428	A	5.0	0.436	.....	A	5.0	0.447 +0.012
Alameda St and 223rd Ramp									
A	5.0	0.335	A	5.0	0.341	.....	A	5.0	0.341 +0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St									
A	5.0	0.563	A	5.0	0.574	.....	A	5.0	0.597 +0.023
Alameda St and Sepulveda connector/access road									
A	5.0	0.359	A	5.0	0.365	.....	A	5.0	0.411 +0.046
Alameda St and PCH (under constr.)									
			B	9.5	0.645	.....	B	12.8	0.678 +0.033
Alameda St and Anaheim St									
A	5.0	0.600	B	6.1	0.611	.....	B	6.1	0.611 +0.000
Wilmington Ave and 223rd St									
D	26.6	0.811	D	28.9	0.826	.....	D	28.9	0.826 +0.000
Wilmington Ave and Sepulveda Blvd									
B	6.0	0.610	B	7.2	0.622	.....	B	7.2	0.622 +0.000
Santa Fe and PCH									
B	10.8	0.658	B	12.1	0.671	.....	B	13.2	0.682 +0.012
Henry Ford and Anaheim St.									
A	5.0	0.529	A	5.0	0.539	.....	A	5.0	0.582 +0.043

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

P.M. PEAK HOUR

Scenario: Construction Traffic
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005			Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Santa Fe and Anaheim St.									
A	5.0	0.454	A	5.0	0.462	.....	A	5.0	0.519 +0.057
9th St./Ith St. and Anaheim St.									
A	5.0	0.530	A	5.0	0.539	.....	B	6.7	0.617 +0.078

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

A.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005			Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Alameda St and I-405 Ramps									
A	5.0	0.418	A	5.0	0.426	.....	A	5.0	0.426 +0.000
Alameda St and 223rd Ramp									
A	5.0	0.300	A	5.0	0.305	.....	A	5.0	0.305 +0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St									
A	5.0	0.509	A	5.0	0.519	.....	A	5.0	0.519 +0.000
Alameda St and Sepulveda connector/access road									
A	5.0	0.408	A	5.0	0.416	.....	A	5.0	0.416 +0.001
Alameda St and PCH (under constr.)									
			A	5.0	0.519	.....	A	5.0	0.520 +0.001
Alameda St and Anaheim St									
B	5.4	0.604	B	6.6	0.616	.....	B	6.6	0.616 +0.000
Wilmington Ave and 223rd St									
C	15.5	0.705	C	16.8	0.718	.....	C	16.8	0.718 +0.000
Wilmington Ave and Sepulveda Blvd									
A	5.0	0.578	A	5.0	0.588	.....	A	5.0	0.588 +0.000
Santa Fe and PCH									
B	7.4	0.624	B	8.6	0.636	.....	B	8.6	0.636 +0.000
Henry Ford and Anaheim St.									
A	5.0	0.468	A	5.0	0.476	.....	A	5.0	0.476 +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

A.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005			Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Santa Fe and Anaheim St.									
A	5.0	0.446	A	5.0	0.454	.....	A	5.0	0.455 +0.001
9th St./Ith St. and Anaheim St.									
A	5.0	0.587	A	5.0	0.597	.....	A	5.0	0.598 +0.001

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

P.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005			Plus Proposed Project				
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
_____	_____	_____	_____	_____	_____		_____	_____	_____	_____
Alameda St and I-405 Ramps										
A	5.0	0.428	A	5.0	0.436	.....	A	5.0	0.436	+0.000
Alameda St and 223rd Ramp										
A	5.0	0.335	A	5.0	0.341	.....	A	5.0	0.341	+0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St										
A	5.0	0.563	A	5.0	0.574	.....	A	5.0	0.574	+0.000
Alameda St and Sepulveda connector/access road										
A	5.0	0.359	A	5.0	0.365	.....	A	5.0	0.366	+0.000
Alameda St and PCH (under constr.)										
			B	9.5	0.645	.....	B	9.6	0.646	+0.001
Alameda St and Anaheim St										
A	5.0	0.600	B	6.1	0.611	.....	B	6.1	0.611	+0.000
Wilmington Ave and 223rd St										
D	26.6	0.811	D	28.9	0.826	.....	D	28.9	0.826	+0.000
Wilmington Ave and Sepulveda Blvd										
B	6.0	0.610	B	7.2	0.622	.....	B	7.2	0.622	+0.000
Santa Fe and PCH										
B	10.8	0.658	B	12.1	0.671	.....	B	12.1	0.671	+0.000
Henry Ford and Anaheim St.										
A	5.0	0.529	A	5.0	0.539	.....	A	5.0	0.540	+0.001

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

P.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005			Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Santa Fe and Anaheim St.									
A	5.0	0.454	A	5.0	0.462	.....	A	5.0	0.463 +0.001
9th St./Ith St. and Anaheim St.									
A	5.0	0.530	A	5.0	0.539	.....	A	5.0	0.540 +0.001

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

A.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2020			Plus Proposed Project				
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
—	—	—	—	—	—		—	—	—	—
Alameda St and I-405 Ramps										
A	5.0	0.418	A	5.0	0.481	.....	A	5.0	0.481	+0.000
Alameda St and 223rd Ramp										
A	5.0	0.300	A	5.0	0.343	.....	A	5.0	0.343	+0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St										
A	5.0	0.509	A	5.0	0.587	.....	A	5.0	0.588	+0.000
Alameda St and Sepulveda connector/access road										
A	5.0	0.408	A	5.0	0.469	.....	A	5.0	0.470	+0.000
Alameda St and PCH (under constr.)										
			A	5.0	0.588	.....	A	5.0	0.589	+0.001
Alameda St and Anaheim St										
B	5.4	0.604	B	14.9	0.699	.....	B	14.9	0.699	+0.000
Wilmington Ave and 223rd St										
C	15.5	0.705	D	27.5	0.817	.....	D	27.5	0.817	+0.000
Wilmington Ave and Sepulveda Blvd										
A	5.0	0.578	B	11.8	0.668	.....	B	11.8	0.668	+0.000
Santa Fe and PCH										
B	7.4	0.624	C	17.2	0.722	.....	C	17.2	0.722	+0.000
Henry Ford and Anaheim St.										
A	5.0	0.468	A	5.0	0.539	.....	A	5.0	0.539	+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

A.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2020				Plus Proposed Project				
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C	
_____	_____	_____	_____	_____	_____		_____	_____	_____	_____	
Santa Fe and Anaheim St.											
A	5.0	0.446	A	5.0	0.514	.....	A	5.0	0.515	+0.001	
9th St./Ith St. and Anaheim St.											
A	5.0	0.587	B	12.8	0.678	.....	B	12.8	0.678	+0.001	

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

P.M. PEAK HOUR

Scenario: Operational Phase
 Geometrics: Existing Geometrics
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2020			Plus Proposed Project				
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
—	—	—	—	—	—		—	—	—	—
Alameda St and I-405 Ramps										
A	5.0	0.428	A	5.0	0.492	.....	A	5.0	0.492	+0.000
Alameda St and 223rd Ramp										
A	5.0	0.335	A	5.0	0.383	.....	A	5.0	0.383	+0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St										
A	5.0	0.563	B	10.1	0.651	.....	B	10.1	0.651	+0.000
Alameda St and Sepulveda connector/access road										
A	5.0	0.359	A	5.0	0.412	.....	A	5.0	0.412	+0.000
Alameda St and PCH (under constr.)										
C	18.3	0.733	.....	C	18.4	0.734	+0.001			
Alameda St and Anaheim St										
A	5.0	0.600	B	14.3	0.693	.....	B	14.3	0.693	+0.000
Wilmington Ave and 223rd St										
D	26.6	0.811	E	48.1	0.940	.....	E	48.1	0.940	+0.000
Wilmington Ave and Sepulveda Blvd										
B	6.0	0.610	C	15.6	0.706	.....	C	15.6	0.706	+0.000
Santa Fe and PCH										
B	10.8	0.658	C	21.2	0.762	.....	C	21.2	0.762	+0.000
Henry Ford and Anaheim St.										
A	5.0	0.529	B	6.1	0.611	.....	B	6.2	0.612	+0.001

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

P.M. PEAK HOUR

Scenario: Operational Phase
 Geometrics: Existing Geometrics
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2020			Plus Proposed Project				
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
—	—	—	—	—	—		—	—	—	—
Santa Fe and Anaheim St.										
A	5.0	0.454	A	5.0	0.523	.....	A	5.0	0.523	+0.001
9th St./Ith St. and Anaheim St.										
A	5.0	0.530	B	6.1	0.611	.....	B	6.2	0.612	+0.001

Notes:

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

delay = average stopped delay in seconds per vehicle

LOS = Level of Service

TRIPS GENERATED BY PROJECTS

PROJECT (or Project Group)	A.M. PEAK HOUR		P.M. PEAK HOUR	
	enter	exit	enter	exit
Construction Traffic	6	5	5	736

Alameda St and I-405 Ramps

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	37	0	0	0	0	0	0	0	0	0	0	0	37
NR	37	0	0	0	0	0	0	0	0	0	0	0	37
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	74	0	0	0	0	0	0	0	0	0	0	0	74

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	0.00	0	0 0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	518 0.162	528	0.165	565	0.177	565	0.177
RIGHT	1.00	1600	121 0.076	123	0.077	160	0.100	160	0.100
SB LEFT	1.00	1600	129 0.081	132	0.082	132	0.082	132	0.082
THRU	3.00	4800	479 0.100	489	0.102	489	0.102	489	0.102
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	217 0.136	221	0.138	221	0.138	221	0.138
THRU	0.00	0	0 0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	96 0.060	98	0.061	98	0.061	98	0.061
Intersection Volume			1560		1591		1665		1665
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.428		0.436		0.447		0.447
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.

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)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	486	0.180	496	0.184	496	0.184
	RIGHT	0.00	0	378	0.000	386	0.000	386	0.000
SB	LEFT	1.00	1600	88	0.055	90	0.056	90	0.056
	THRU	3.00	4800	494	0.103	504	0.105	504	0.105
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	80	0.050	82	0.051	82	0.051
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	106	0.066	108	0.068	108	0.068
Intersection Volume			1632	1665		1665		1665	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.335	0.341		0.341		0.341	
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.

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	37	0	0	0	0	0	0	0	0	0	0	0	37
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	37	0	0	0	0	0	0	0	0	0	0	0	37

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	0.00	0	0 0.000	0	0.000	0	0.000	0	0.000
THRU	1.00	1600	0 0.002	0	0.002	37	0.025	37	0.025
RIGHT	0.00	0	3 0.000	3	0.000	3	0.000	3	0.000
SB LEFT	1.00	1600	129 0.081	132	0.082	132	0.082	132	0.082
THRU	1.00	1600	0 0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	33 0.021	34	0.021	34	0.021	34	0.021
EB LEFT	2.00	3120	727 0.233	742	0.238	742	0.238	742	0.238
THRU	2.00	3200	1377 0.430	1405	0.439	1405	0.439	1405	0.439
RIGHT	1.00	1600	1 0.001	1	0.001	1	0.001	1	0.001
WB LEFT	1.00	1600	1 0.001	1	0.001	1	0.001	1	0.001
THRU	2.00	3200	488 0.153	498	0.156	498	0.156	498	0.156
RIGHT	1.00	1600	293 0.183	299	0.187	299	0.187	299	0.187
Intersection Volume			3052		3113		3150		3150
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.563		0.574		0.597		0.597
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/access road

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	37	0	0	0	0	0	0	0	0	0	0	0	37
NT	147	0	0	0	0	0	0	0	0	0	0	0	147
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	1	0	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	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	185	0	0	0	0	0	0	0	0	0	0	0	185

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	0 0.000	0	0.000	37	0.023	37	0.023
THRU	2.00	3200	434 0.136	443	0.138	590	0.184	590	0.184
RIGHT	1.00	1600	281 0.176	287	0.179	287	0.179	287	0.179
SB LEFT	1.00	1600	131 0.082	134	0.084	134	0.084	134	0.084
THRU	2.00	3200	430 0.134	439	0.137	440	0.137	440	0.137
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	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
WB LEFT	1.50	2360	175 0.074	179	0.076	179	0.076	179	0.076
THRU	1.50	2400	0 0.092	0	0.093	0	0.093	0	0.093
RIGHT	0.00	0	220 0.000	224	0.000	224	0.000	224	0.000
Intersection Volume			1671		1704		1890		1890
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.359		0.365		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.

Alameda St and PCH(under constr.)

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT													
	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	37	0	0	0	0	0	0	0	0	0	0	0	37
NT	221	0	0	0	0	0	0	0	0	0	0	0	221
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	2	0	0	0	0	0	0	0	0	0	0	0	2
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	259	0	0	0	0	0	0	0	0	0	0	0	259

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	132 0.083	135	0.084	171	0.107	171	0.107
THRU	2.00	3200	133 0.042	136	0.042	356	0.111	356	0.111
RIGHT	1.00	1600	141 0.088	144	0.090	144	0.090	144	0.090
SB LEFT	1.00	1600	70 0.044	71	0.045	71	0.045	71	0.045
THRU	2.00	3200	122 0.038	124	0.039	126	0.039	126	0.039
RIGHT	1.00	1600	136 0.085	139	0.087	139	0.087	139	0.087
EB LEFT	1.00	1600	114 0.071	116	0.073	116	0.073	116	0.073
THRU	2.00	3200	1203 0.407	1227	0.415	1227	0.415	1227	0.415
RIGHT	0.00	0	99 0.000	101	0.000	101	0.000	101	0.000
WB LEFT	1.00	1600	90 0.056	92	0.057	92	0.057	92	0.057
THRU	2.00	3200	1034 0.323	1055	0.330	1055	0.330	1055	0.330
RIGHT	1.00	1600	88 0.055	90	0.056	90	0.056	90	0.056
Intersection Volume			3362	3429		3689		3689	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.634	0.645		0.678		0.678	
Stopped Delay (sec/veh)			8.4	9.5		12.8		12.8	
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.

Alameda St and Anaheim St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	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	37	0	0	0	0	0	0	0	0	0	0	0	37
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	37	0	0	0	0	0	0	0	0	0	0	0	37

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	1.00	1600	19	0.012	19	0.012	19	0.012
	THRU	0.50	800	141	0.176	144	0.180	144	0.180
	RIGHT	1.50	2360	552	0.234	563	0.239	563	0.239
SB	LEFT	1.00	1600	6	0.004	6	0.004	6	0.004
	THRU	2.00	3200	93	0.029	95	0.030	95	0.030
	RIGHT	1.00	1600	119	0.074	121	0.076	121	0.076
EB	LEFT	1.00	1600	75	0.047	77	0.048	77	0.048
	THRU	2.00	3200	925	0.289	944	0.295	944	0.295
	RIGHT	1.00	1600	8	0.005	8	0.005	8	0.005
WB	LEFT	2.00	3120	251	0.080	256	0.082	256	0.082
	THRU	2.00	3200	903	0.282	921	0.288	958	0.299
	RIGHT	1.00	1600	32	0.020	33	0.020	33	0.020
Intersection Volume			3124	3186		3224		3224	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.600	0.611		0.611		0.611	
Stopped Delay (sec/veh)			5.0	6.1		6.1		6.1	
LEVEL OF SERVICE (LOS)			A	B		B		B	

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

Wilmington Ave and 223rd St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT													
	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	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)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	25 0.016	26	0.016	26	0.016	26	0.016
THRU	2.00	3200	764 0.239	779	0.244	779	0.244	779	0.244
RIGHT	1.00	1600	556 0.347	567	0.354	567	0.354	567	0.354
SB LEFT	1.00	1600	201 0.126	205	0.128	205	0.128	205	0.128
THRU	2.00	3200	894 0.279	912	0.285	912	0.285	912	0.285
RIGHT	1.00	1600	442 0.276	451	0.282	451	0.282	451	0.282
EB LEFT	1.00	1600	286 0.179	292	0.182	292	0.182	292	0.182
THRU	2.00	3200	903 0.282	921	0.288	921	0.288	921	0.288
RIGHT	1.00	1600	20 0.013	20	0.013	20	0.013	20	0.013
WB LEFT	1.00	1600	183 0.114	187	0.117	187	0.117	187	0.117
THRU	2.00	3200	326 0.102	333	0.104	333	0.104	333	0.104
RIGHT	1.00	1600	217 0.136	221	0.138	221	0.138	221	0.138
Intersection Volume			4817	4913		4913		4913	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.811	0.826		0.826		0.826	
Stopped Delay (sec/veh)			26.6	28.9		28.9		28.9	
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.

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)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	1.00	1600	29	0.018	30	0.018	30	0.018
	THRU	2.00	3200	293	0.092	299	0.093	299	0.093
	RIGHT	1.00	1600	72	0.045	73	0.046	73	0.046
SB	LEFT	1.00	1600	96	0.060	98	0.061	98	0.061
	THRU	2.00	3200	547	0.171	558	0.174	558	0.174
	RIGHT	1.00	1600	302	0.189	308	0.193	308	0.193
EB	LEFT	1.00	1600	234	0.146	239	0.149	239	0.149
	THRU	2.00	3200	1022	0.319	1042	0.326	1042	0.326
	RIGHT	1.00	(Free)	19		19		19	
WB	LEFT	1.00	1600	83	0.052	85	0.053	85	0.053
	THRU	2.00	3200	346	0.108	353	0.110	353	0.110
	RIGHT	1.00	1600	75	0.047	77	0.048	77	0.048
Intersection Volume			3118		3180		3180		3180
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.610		0.622		0.622		0.622
Stopped Delay (sec/veh)			6.0		7.2		7.2		7.2
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.

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	37	0	0	0	0	0	0	0	0	0	0	0	37
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	37	0	0	0	0	0	0	0	0	0	0	0	37

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	115 0.072	117	0.073	117	0.073	117	0.073
THRU	2.00	3200	372 0.116	379	0.119	416	0.130	416	0.130
RIGHT	1.00	1600	120 0.075	122	0.076	122	0.076	122	0.076
SB LEFT	1.00	1600	142 0.089	145	0.091	145	0.091	145	0.091
THRU	2.00	3200	256 0.080	261	0.082	261	0.082	261	0.082
RIGHT	1.00	1600	63 0.039	64	0.040	64	0.040	64	0.040
EB LEFT	1.00	1600	136 0.085	139	0.087	139	0.087	139	0.087
THRU	2.00	3200	1109 0.347	1131	0.353	1131	0.353	1131	0.353
RIGHT	1.00	1600	97 0.061	99	0.062	99	0.062	99	0.062
WB LEFT	1.00	1600	91 0.057	93	0.058	93	0.058	93	0.058
THRU	2.00	3200	735 0.230	750	0.234	750	0.234	750	0.234
RIGHT	1.00	1600	119 0.074	121	0.076	121	0.076	121	0.076
Intersection Volume			3355	3422		3459		3459	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.658	0.671		0.682		0.682	
Stopped Delay (sec/veh)			10.8	12.1		13.2		13.2	
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.

Henry Ford and Anaheim St.

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT													
	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	22	0	0	0	0	0	0	0	0	0	0	0	22
NT	147	0	0	0	0	0	0	0	0	0	0	0	147
NR	258	0	0	0	0	0	0	0	0	0	0	0	258
SL	1	0	0	0	0	0	0	0	0	0	0	0	1
ST	1	0	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	2	0	0	0	0	0	0	0	0	0	0	0	2
WT	15	0	0	0	0	0	0	0	0	0	0	0	15
WR	110	0	0	0	0	0	0	0	0	0	0	0	110
Sum	556	0	0	0	0	0	0	0	0	0	0	0	556

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.50	2360	285 0.121	291 0.123	313 0.133	313 0.133	313 0.133	313 0.133	313 0.133
THRU	1.50	2400	116 0.048	118 0.049	266 0.111	266 0.111	266 0.111	266 0.111	266 0.111
RIGHT	1.00	1600	82 0.051	84 0.052	341 0.213	341 0.213	341 0.213	341 0.213	341 0.213
SB LEFT	1.00	1600	97 0.061	99 0.062	100 0.062	100 0.062	100 0.062	100 0.062	100 0.062
THRU	3.00	4800	22 0.008	22 0.008	23 0.008	23 0.008	23 0.008	23 0.008	23 0.008
RIGHT	0.00	0	15 0.000	15 0.000	15 0.000	15 0.000	15 0.000	15 0.000	15 0.000
EB LEFT	1.00	1600	33 0.021	34 0.021	34 0.021	34 0.021	34 0.021	34 0.021	34 0.021
THRU	2.00	3200	1020 0.319	1040 0.325	1041 0.325	1041 0.325	1041 0.325	1041 0.325	1041 0.325
RIGHT	1.00 (Free)		72	73	74	74	74	74	74
WB LEFT	1.00	1600	51 0.032	52 0.033	54 0.034	54 0.034	54 0.034	54 0.034	54 0.034
THRU	2.00	3200	952 0.298	971 0.303	986 0.308	986 0.308	986 0.308	986 0.308	986 0.308
RIGHT	1.00	1600	177 0.111	181 0.113	291 0.182	291 0.182	291 0.182	291 0.182	291 0.182
Intersection Volume			2922	2980	3536	3536	3536	3536	3536
Signal Phasing Loss Factor			0.05	0.05	0.05	0.05	0.05	0.05	0.05
Intersection V/C Ratio			0.529	0.539	0.582	0.582	0.582	0.582	0.582
Stopped Delay (sec/veh)			5.0	5.0	5.0	5.0	5.0	5.0	5.0
LEVEL OF SERVICE (LOS)			A	A	A	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 Anaheim St.

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
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	37	0	0	0	0	0	0	0	0	0	0	0	37
ET	405	0	0	0	0	0	0	0	0	0	0	0	405
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	3	0	0	0	0	0	0	0	0	0	0	0	3
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	445	0	0	0	0	0	0	0	0	0	0	0	445

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	23 0.014	23	0.015	23	0.015	23	0.015
THRU	2.00	3200	141 0.044	144	0.045	144	0.045	144	0.045
RIGHT	1.00	1600	48 0.030	49	0.031	49	0.031	49	0.031
SB LEFT	1.00	1600	192 0.120	196	0.122	196	0.122	196	0.122
THRU	2.00	3200	132 0.041	135	0.042	135	0.042	135	0.042
RIGHT	1.00	1600	121 0.076	123	0.077	124	0.077	124	0.077
EB LEFT	1.00	1600	80 0.050	82	0.051	118	0.074	118	0.074
THRU	3.00	4800	954 0.199	973	0.203	1378	0.287	1378	0.287
RIGHT	1.00	1600	21 0.013	21	0.013	21	0.013	21	0.013
WB LEFT	1.00	1600	23 0.014	23	0.015	23	0.015	23	0.015
THRU	3.00	4800	750 0.190	765	0.194	768	0.194	768	0.194
RIGHT	0.00	0	161 0.000	164	0.000	164	0.000	164	0.000
Intersection Volume			2646		2699		3144		3144
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.454		0.462		0.519		0.519
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.

9th St./Ith St. and Anaheim St.

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	125	0	0	0	0	0	0	0	0	0	0	0	125
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	110	0	0	0	0	0	0	0	0	0	0	0	110
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	331	0	0	0	0	0	0	0	0	0	0	0	331
ER	1	0	0	0	0	0	0	0	0	0	0	0	1
WL	1	0	0	0	0	0	0	0	0	0	0	0	1
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	569	0	0	0	0	0	0	0	0	0	0	0	569

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Construction Traffic
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	208 0.130	212	0.133	337	0.211	337	0.211
THRU	2.00	3200	127 0.040	130	0.040	130	0.040	130	0.040
RIGHT	1.00	(Free)	25	26		136		136	
SB LEFT	1.00	1600	78 0.049	80	0.050	80	0.050	80	0.050
THRU	2.00	3200	86 0.027	88	0.027	88	0.027	88	0.027
RIGHT	1.00	(Free)	35	36		36		36	
EB LEFT	1.00	1600	86 0.054	88	0.055	88	0.055	88	0.055
THRU	3.00	4800	1107 0.231	1129	0.235	1460	0.304	1460	0.304
RIGHT	1.00	1600	149 0.093	152	0.095	153	0.096	153	0.096
WB LEFT	1.00	1600	16 0.010	16	0.010	18	0.011	18	0.011
THRU	2.00	3200	861 0.269	878	0.274	878	0.274	878	0.274
RIGHT	1.00	1600	132 0.083	135	0.084	135	0.084	135	0.084
Intersection Volume			2910	2968		3537		3537	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.530	0.539		0.617		0.617	
Stopped Delay (sec/veh)			5.0	5.0		6.7		6.7	
LEVEL OF SERVICE (LOS)			A	A		B		B	

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

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Construction Traffic
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005			Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Alameda St and I-405 Ramps									
A	5.0	0.428	A	5.0	0.436	.....	A	5.0	0.447 +0.012
Alameda St and 223rd Ramp									
A	5.0	0.335	A	5.0	0.341	.....	A	5.0	0.341 +0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St									
A	5.0	0.563	A	5.0	0.574	.....	A	5.0	0.597 +0.023
Alameda St and Sepulveda connector/access road									
A	5.0	0.359	A	5.0	0.365	.....	A	5.0	0.411 +0.046
Alameda St and PCH (under constr.)									
			B	9.5	0.645	.....	B	12.8	0.678 +0.033
Alameda St and Anaheim St									
A	5.0	0.600	B	6.1	0.611	.....	B	6.1	0.611 +0.000
Wilmington Ave and 223rd St									
D	26.6	0.811	D	28.9	0.826	.....	D	28.9	0.826 +0.000
Wilmington Ave and Sepulveda Blvd									
B	6.0	0.610	B	7.2	0.622	.....	B	7.2	0.622 +0.000
Santa Fe and PCH									
B	10.8	0.658	B	12.1	0.671	.....	B	13.2	0.682 +0.012
Henry Ford and Anaheim St.									
A	5.0	0.529	A	5.0	0.539	.....	A	5.0	0.582 +0.043

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

P.M. PEAK HOUR

Scenario: Construction Traffic
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005			Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Santa Fe and Anaheim St.									
A	5.0	0.454	A	5.0	0.462	A	5.0	0.519	+0.057
9th St./Ith St. and Anaheim St.									
A	5.0	0.530	A	5.0	0.539	B	6.7	0.617	+0.078

Notes:

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

delay = average stopped delay in seconds per vehicle

LOS = Level of Service

TRIPS GENERATED BY PROJECTS

PROJECT (or Project Group)	A.M.PEAK HOUR		P.M.PEAK HOUR	
	enter	exit	enter	exit
Operational Phase Traffic	6	5	5	6

Alameda St and I-405 Ramps

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	553	0.173	564	0.176	564	0.176
	RIGHT	1.00	1600	56	0.035	57	0.036	57	0.036
SB	LEFT	1.00	1600	86	0.054	88	0.055	88	0.055
	THRU	3.00	4800	465	0.097	474	0.099	475	0.099
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	227	0.142	232	0.145	232	0.145
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	308	0.192	314	0.196	314	0.196
Intersection Volume			1695		1729		1730		1730
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.418		0.426		0.426		0.426
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 Ramp

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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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB									
LEFT	0.00	0	0 0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	254 0.091	259	0.093	259	0.093	259	0.093
RIGHT	0.00	0	183 0.000	187	0.000	187	0.000	187	0.000
SB									
LEFT	1.00	1600	114 0.071	116	0.073	116	0.073	116	0.073
THRU	3.00	4800	528 0.110	539	0.112	539	0.112	539	0.112
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	141 0.088	144	0.090	144	0.090	144	0.090
THRU	0.00	0	0 0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	131 0.082	134	0.084	134	0.084	134	0.084
Intersection Volume			1351	1378		1378		1378	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.300	0.305		0.305		0.305	
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.

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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	0.00	0	1	0.000	1	0.000	1	0.000
	THRU	1.00	1600	0	0.005	0	0.005	0	0.005
	RIGHT	0.00	0	7	0.000	7	0.000	7	0.000
SB	LEFT	1.00	1600	64	0.040	65	0.041	65	0.041
	THRU	1.00	1600	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	115	0.072	117	0.073	117	0.073
EB	LEFT	2.00	3120	347	0.111	354	0.113	354	0.113
	THRU	2.00	3200	492	0.154	502	0.157	502	0.157
	RIGHT	1.00	1600	2	0.001	2	0.001	2	0.001
WB	LEFT	1.00	1600	8	0.005	8	0.005	8	0.005
	THRU	2.00	3200	970	0.303	989	0.309	989	0.309
	RIGHT	1.00	1600	152	0.095	155	0.097	155	0.097
Intersection Volume			2158		2201		2202		2202
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.509		0.519		0.519		0.519
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/access road

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	1	0	0	0	0	0	0	0	0	0	0	0	1
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	1	0	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	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	3	0	0	0	0	0	0	0	0	0	0	0	3

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	0 0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	456 0.142	465	0.145	466	0.146	466	0.146
RIGHT	1.00	1600	258 0.161	263	0.164	263	0.164	263	0.164
SB LEFT	1.00	1600	119 0.074	121	0.076	121	0.076	121	0.076
THRU	2.00	3200	399 0.125	407	0.127	408	0.128	408	0.128
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	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
WB LEFT	1.50	2360	334 0.142	341	0.144	341	0.144	341	0.144
THRU	1.50	2400	0 0.076	0	0.077	0	0.077	0	0.077
RIGHT	0.00	0	182 0.000	186	0.000	186	0.000	186	0.000
Intersection Volume			1748		1783		1786		1786
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.408		0.416		0.416		0.416
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(under constr.)

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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	2	0	0	0	0	0	0	0	0	0	0	0	2
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	2	0	0	0	0	0	0	0	0	0	0	0	2
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	4	0	0	0	0	0	0	0	0	0	0	0	4

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	44 0.027	45	0.028	45	0.028	45	0.028
THRU	2.00	3200	54 0.017	55	0.017	57	0.018	57	0.018
RIGHT	1.00	1600	56 0.035	57	0.036	57	0.036	57	0.036
SB LEFT	1.00	1600	54 0.034	55	0.034	55	0.034	55	0.034
THRU	2.00	3200	91 0.028	93	0.029	95	0.030	95	0.030
RIGHT	1.00	1600	70 0.044	71	0.045	71	0.045	71	0.045
EB LEFT	1.00	1600	129 0.081	132	0.082	132	0.082	132	0.082
THRU	2.00	3200	760 0.263	775	0.269	775	0.269	775	0.269
RIGHT	0.00	0	83 0.000	85	0.000	85	0.000	85	0.000
WB LEFT	1.00	1600	99 0.062	101	0.063	101	0.063	101	0.063
THRU	2.00	3200	1035 0.323	1056	0.330	1056	0.330	1056	0.330
RIGHT	1.00	1600	43 0.027	44	0.027	44	0.027	44	0.027
Intersection Volume			2518	2568		2572		2572	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.510	0.519		0.520		0.520	
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

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	16 0.010	16	0.010	16	0.010	16	0.010
THRU	0.50	800	94 0.117	96	0.120	96	0.120	96	0.120
RIGHT	1.50	2360	391 0.166	399	0.169	399	0.169	399	0.169
SB LEFT	1.00	1600	5 0.003	5	0.003	5	0.003	5	0.003
THRU	2.00	3200	163 0.051	166	0.052	166	0.052	166	0.052
RIGHT	1.00	1600	55 0.034	56	0.035	56	0.035	56	0.035
EB LEFT	1.00	1600	94 0.059	96	0.060	96	0.060	96	0.060
THRU	2.00	3200	1058 0.331	1079	0.337	1079	0.337	1079	0.337
RIGHT	1.00	1600	14 0.009	14	0.009	14	0.009	14	0.009
WB LEFT	2.00	3120	322 0.103	328	0.105	328	0.105	328	0.105
THRU	2.00	3200	750 0.234	765	0.239	765	0.239	765	0.239
RIGHT	1.00	1600	25 0.016	26	0.016	26	0.016	26	0.016
Intersection Volume			2987	3047		3047		3047	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.604	0.616		0.616		0.616	
Stopped Delay (sec/veh)			5.4	6.6		6.6		6.6	
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.

Wilmington Ave 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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	22 0.014	22	0.014	22	0.014	22	0.014
THRU	2.00	3200	799 0.250	815	0.255	815	0.255	815	0.255
RIGHT	1.00	1600	271 0.169	276	0.173	276	0.173	276	0.173
SB LEFT	1.00	1600	115 0.072	117	0.073	117	0.073	117	0.073
THRU	2.00	3200	919 0.287	937	0.293	937	0.293	937	0.293
RIGHT	1.00	1600	436 0.273	445	0.278	445	0.278	445	0.278
EB LEFT	1.00	1600	326 0.204	333	0.208	333	0.208	333	0.208
THRU	2.00	3200	349 0.109	356	0.111	356	0.111	356	0.111
RIGHT	1.00	1600	15 0.009	15	0.010	15	0.010	15	0.010
WB LEFT	1.00	1600	247 0.154	252	0.157	252	0.157	252	0.157
THRU	2.00	3200	416 0.130	424	0.133	424	0.133	424	0.133
RIGHT	1.00	1600	156 0.097	159	0.099	159	0.099	159	0.099
Intersection Volume			4071	4152		4152		4152	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.705	0.718		0.718		0.718	
Stopped Delay (sec/veh)			15.5	16.8		16.8		16.8	
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.

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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	1.00	1600	20	0.013	20	0.013	20	0.013
	THRU	2.00	3200	553	0.173	564	0.176	564	0.176
	RIGHT	1.00	1600	63	0.039	64	0.040	64	0.040
SB	LEFT	1.00	1600	54	0.034	55	0.034	55	0.034
	THRU	2.00	3200	334	0.104	341	0.106	341	0.106
	RIGHT	1.00	1600	174	0.109	177	0.111	177	0.111
EB	LEFT	1.00	1600	357	0.223	364	0.228	364	0.228
	THRU	2.00	3200	202	0.063	206	0.064	206	0.064
	RIGHT	1.00	(Free)	31		32		32	
WB	LEFT	1.00	1600	87	0.054	89	0.055	89	0.055
	THRU	2.00	3200	314	0.098	320	0.100	320	0.100
	RIGHT	1.00	1600	72	0.045	73	0.046	73	0.046
Intersection Volume			2261	2306		2306		2306	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.578	0.588		0.588		0.588	
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.

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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	95 0.059	97	0.061	97	0.061	97	0.061
THRU	2.00	3200	236 0.074	241	0.075	241	0.075	241	0.075
RIGHT	1.00	1600	46 0.029	47	0.029	47	0.029	47	0.029
SB LEFT	1.00	1600	187 0.117	191	0.119	191	0.119	191	0.119
THRU	2.00	3200	356 0.111	363	0.113	363	0.114	363	0.114
RIGHT	1.00	1600	115 0.072	117	0.073	117	0.073	117	0.073
EB LEFT	1.00	1600	62 0.039	63	0.040	63	0.040	63	0.040
THRU	2.00	3200	660 0.206	673	0.210	673	0.210	673	0.210
RIGHT	1.00	1600	58 0.036	59	0.037	59	0.037	59	0.037
WB LEFT	1.00	1600	134 0.084	137	0.085	137	0.085	137	0.085
THRU	2.00	3200	1103 0.345	1125	0.352	1125	0.352	1125	0.352
RIGHT	1.00	1600	205 0.128	209	0.131	209	0.131	209	0.131
Intersection Volume			3257	3322		3323		3323	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.624	0.636		0.636		0.636	
Stopped Delay (sec/veh)			7.4	8.6		8.6		8.6	
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.

Henry Ford and Anaheim 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	1	0	0	0	0	0	0	0	0	0	0	0	1
NR	2	0	0	0	0	0	0	0	0	0	0	0	2
SL	1	0	0	0	0	0	0	0	0	0	0	0	1
ST	1	0	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	2	0	0	0	0	0	0	0	0	0	0	0	2
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	1	0	0	0	0	0	0	0	0	0	0	0	1
Sum	8	0	0	0	0	0	0	0	0	0	0	0	8

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.50	2360	146 0.062	149	0.063	149	0.063	149	0.063
THRU	1.50	2400	55 0.023	56	0.023	57	0.024	57	0.024
RIGHT	1.00	1600	58 0.036	59	0.037	61	0.038	61	0.038
SB LEFT	1.00	1600	46 0.029	47	0.029	48	0.030	48	0.030
THRU	3.00	4800	77 0.019	79	0.019	80	0.019	80	0.019
RIGHT	0.00	0	12 0.000	12	0.000	12	0.000	12	0.000
EB LEFT	1.00	1600	12 0.007	12	0.008	12	0.008	12	0.008
THRU	2.00	3200	850 0.266	867	0.271	867	0.271	867	0.271
RIGHT	1.00	(Free)	431	440		440		440	
WB LEFT	1.00	1600	77 0.048	79	0.049	81	0.050	81	0.050
THRU	2.00	3200	1055 0.330	1076	0.336	1076	0.336	1076	0.336
RIGHT	1.00	1600	95 0.059	97	0.061	98	0.061	98	0.061
Intersection Volume			2914	2972		2981		2981	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.468	0.476		0.476		0.476	
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 Anaheim 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	3	0	0	0	0	0	0	0	0	0	0	0	3
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	3	0	0	0	0	0	0	0	0	0	0	0	3
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	7	0	0	0	0	0	0	0	0	0	0	0	7

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	30 0.019	31	0.019	31	0.019	31	0.019
THRU	2.00	3200	151 0.047	154	0.048	154	0.048	154	0.048
RIGHT	1.00	1600	23 0.014	23	0.015	23	0.015	23	0.015
SB LEFT	1.00	1600	162 0.101	165	0.103	165	0.103	165	0.103
THRU	2.00	3200	145 0.045	148	0.046	148	0.046	148	0.046
RIGHT	1.00	1600	112 0.070	114	0.071	115	0.072	115	0.072
EB LEFT	1.00	1600	67 0.042	68	0.043	69	0.043	69	0.043
THRU	3.00	4800	674 0.140	687	0.143	690	0.144	690	0.144
RIGHT	1.00	1600	22 0.014	22	0.014	22	0.014	22	0.014
WB LEFT	1.00	1600	18 0.011	18	0.011	18	0.011	18	0.011
THRU	3.00	4800	793 0.206	809	0.210	812	0.211	812	0.211
RIGHT	0.00	0	196 0.000	200	0.000	200	0.000	200	0.000
Intersection Volume			2393	2441		2447		2447	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.446	0.454		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.

9th St./Ith St. and Anaheim 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	1	0	0	0	0	0	0	0	0	0	0	0	1
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	1	0	0	0	0	0	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	0	0	0	0	0	2
ER	1	0	0	0	0	0	0	0	0	0	0	0	1
WL	2	0	0	0	0	0	0	0	0	0	0	0	2
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	6	0	0	0	0	0	0	0	0	0	0	0	6

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	232 0.145	237	0.148	237	0.148	237	0.148
THRU	2.00	3200	85 0.027	87	0.027	87	0.027	87	0.027
RIGHT	1.00	(Free)	14	14		15		15	
SB LEFT	1.00	1600	69 0.043	70	0.044	70	0.044	70	0.044
THRU	2.00	3200	87 0.027	89	0.028	89	0.028	89	0.028
RIGHT	1.00	(Free)	27	28		28		28	
EB LEFT	1.00	1600	123 0.077	125	0.078	125	0.078	125	0.078
THRU	3.00	4800	633 0.132	646	0.135	648	0.135	648	0.135
RIGHT	1.00	1600	130 0.081	133	0.083	134	0.084	134	0.084
WB LEFT	1.00	1600	34 0.021	35	0.022	36	0.023	36	0.023
THRU	2.00	3200	920 0.287	938	0.293	938	0.293	938	0.293
RIGHT	1.00	1600	102 0.064	104	0.065	104	0.065	104	0.065
Intersection Volume			2456	2505		2511		2511	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.587	0.597		0.598		0.598	
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.

LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005			Plus Proposed Project				
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
_____	_____	_____	_____	_____	_____		_____	_____	_____	_____
Alameda St and I-405 Ramps										
A	5.0	0.418	A	5.0	0.426	.....	A	5.0	0.426	+0.000
Alameda St and 223rd Ramp										
A	5.0	0.300	A	5.0	0.305	.....	A	5.0	0.305	+0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St										
A	5.0	0.509	A	5.0	0.519	.....	A	5.0	0.519	+0.000
Alameda St and Sepulveda connector/access road										
A	5.0	0.408	A	5.0	0.416	.....	A	5.0	0.416	+0.001
Alameda St and PCH										
(under constr.)			A	5.0	0.519	.....	A	5.0	0.520	+0.001
Alameda St and Anaheim St										
B	5.4	0.604	B	6.6	0.616	.....	B	6.6	0.616	+0.000
Wilmington Ave and 223rd St										
C	15.5	0.705	C	16.8	0.718	.....	C	16.8	0.718	+0.000
Wilmington Ave and Sepulveda Blvd										
A	5.0	0.578	A	5.0	0.588	.....	A	5.0	0.588	+0.000
Santa Fe and PCH										
B	7.4	0.624	B	8.6	0.636	.....	B	8.6	0.636	+0.000
Henry Ford and Anaheim St.										
A	5.0	0.468	A	5.0	0.476	.....	A	5.0	0.476	+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

A.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005				Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
—	—	—	—	—	—		—	—	—	—
Santa Fe and Anaheim St.										
A	5.0	0.446	A	5.0	0.454	.....	A	5.0	0.455	+0.001
9th St./Ith St. and Anaheim St.										
A	5.0	0.587	A	5.0	0.597	.....	A	5.0	0.598	+0.001

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 Ramps

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	518	0.162	528	0.165	529	0.165
	RIGHT	1.00	1600	121	0.076	123	0.077	124	0.077
SB	LEFT	1.00	1600	129	0.081	132	0.082	132	0.082
	THRU	3.00	4800	479	0.100	489	0.102	489	0.102
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	217	0.136	221	0.138	221	0.138
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	96	0.060	98	0.061	98	0.061
Intersection Volume			1560		1591		1592		1592
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.428		0.436		0.436		0.436
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 Ramp

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT													
	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	486	0.180	496	0.184	496	0.184
	RIGHT	0.00	0	378	0.000	386	0.000	386	0.000
SB	LEFT	1.00	1600	88	0.055	90	0.056	90	0.056
	THRU	3.00	4800	494	0.103	504	0.105	504	0.105
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	80	0.050	82	0.051	82	0.051
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	106	0.066	108	0.068	108	0.068
Intersection Volume			1632	1665		1665		1665	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.335	0.341		0.341		0.341	
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.

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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	0.00	0	0 0.000	0	0.000	0	0.000	0	0.000
THRU	1.00	1600	0 0.002	0	0.002	0	0.002	0	0.002
RIGHT	0.00	0	3 0.000	3	0.000	3	0.000	3	0.000
SB LEFT	1.00	1600	129 0.081	132	0.082	132	0.082	132	0.082
THRU	1.00	1600	0 0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	33 0.021	34	0.021	34	0.021	34	0.021
EB LEFT	2.00	3120	727 0.233	742	0.238	742	0.238	742	0.238
THRU	2.00	3200	1377 0.430	1405	0.439	1405	0.439	1405	0.439
RIGHT	1.00	1600	1 0.001	1	0.001	1	0.001	1	0.001
WB LEFT	1.00	1600	1 0.001	1	0.001	1	0.001	1	0.001
THRU	2.00	3200	488 0.153	498	0.156	498	0.156	498	0.156
RIGHT	1.00	1600	293 0.183	299	0.187	299	0.187	299	0.187
Intersection Volume			3052	3113		3114		3114	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.563	0.574		0.574		0.574	
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/access road

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	1	0	0	0	0	0	0	0	0	0	0	0	1
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	1	0	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	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	3	0	0	0	0	0	0	0	0	0	0	0	3

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	0 0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	434 0.136	443	0.138	444	0.139	444	0.139
RIGHT	1.00	1600	281 0.176	287	0.179	287	0.179	287	0.179
SB LEFT	1.00	1600	131 0.082	134	0.084	134	0.084	134	0.084
THRU	2.00	3200	430 0.134	439	0.137	440	0.137	440	0.137
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	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
WB LEFT	1.50	2360	175 0.074	179	0.076	179	0.076	179	0.076
THRU	1.50	2400	0 0.092	0	0.093	0	0.093	0	0.093
RIGHT	0.00	0	220 0.000	224	0.000	224	0.000	224	0.000
Intersection Volume			1671		1704		1707		1707
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.359		0.365		0.366		0.366
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(under constr.)

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT													
	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	2	0	0	0	0	0	0	0	0	0	0	0	2
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	2	0	0	0	0	0	0	0	0	0	0	0	2
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	4	0	0	0	0	0	0	0	0	0	0	0	4

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	132 0.083	135	0.084	135	0.084	135	0.084
THRU	2.00	3200	133 0.042	136	0.042	137	0.043	137	0.043
RIGHT	1.00	1600	141 0.088	144	0.090	144	0.090	144	0.090
SB LEFT	1.00	1600	70 0.044	71	0.045	71	0.045	71	0.045
THRU	2.00	3200	122 0.038	124	0.039	126	0.039	126	0.039
RIGHT	1.00	1600	136 0.085	139	0.087	139	0.087	139	0.087
EB LEFT	1.00	1600	114 0.071	116	0.073	116	0.073	116	0.073
THRU	2.00	3200	1203 0.407	1227	0.415	1227	0.415	1227	0.415
RIGHT	0.00	0	99 0.000	101	0.000	101	0.000	101	0.000
WB LEFT	1.00	1600	90 0.056	92	0.057	92	0.057	92	0.057
THRU	2.00	3200	1034 0.323	1055	0.330	1055	0.330	1055	0.330
RIGHT	1.00	1600	88 0.055	90	0.056	90	0.056	90	0.056
Intersection Volume			3362	3429		3433		3433	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.634	0.645		0.646		0.646	
Stopped Delay (sec/veh)			8.4	9.5		9.6		9.6	
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.

Alameda St and Anaheim St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT													
	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	19 0.012	19	0.012	19	0.012	19	0.012
THRU	0.50	800	141 0.176	144	0.180	144	0.180	144	0.180
RIGHT	1.50	2360	552 0.234	563	0.239	563	0.239	563	0.239
SB LEFT	1.00	1600	6 0.004	6	0.004	6	0.004	6	0.004
THRU	2.00	3200	93 0.029	95	0.030	95	0.030	95	0.030
RIGHT	1.00	1600	119 0.074	121	0.076	121	0.076	121	0.076
EB LEFT	1.00	1600	75 0.047	77	0.048	77	0.048	77	0.048
THRU	2.00	3200	925 0.289	944	0.295	944	0.295	944	0.295
RIGHT	1.00	1600	8 0.005	8	0.005	8	0.005	8	0.005
WB LEFT	2.00	3120	251 0.080	256	0.082	256	0.082	256	0.082
THRU	2.00	3200	903 0.282	921	0.288	921	0.288	921	0.288
RIGHT	1.00	1600	32 0.020	33	0.020	33	0.020	33	0.020
Intersection Volume			3124	3186		3187		3187	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.600	0.611		0.611		0.611	
Stopped Delay (sec/veh)			5.0	6.1		6.1		6.1	
LEVEL OF SERVICE (LOS)			A	B		B		B	

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

Wilmington Ave and 223rd St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	25 0.016	26	0.016	26	0.016	26	0.016
THRU	2.00	3200	764 0.239	779	0.244	779	0.244	779	0.244
RIGHT	1.00	1600	556 0.347	567	0.354	567	0.354	567	0.354
SB LEFT	1.00	1600	201 0.126	205	0.128	205	0.128	205	0.128
THRU	2.00	3200	894 0.279	912	0.285	912	0.285	912	0.285
RIGHT	1.00	1600	442 0.276	451	0.282	451	0.282	451	0.282
EB LEFT	1.00	1600	286 0.179	292	0.182	292	0.182	292	0.182
THRU	2.00	3200	903 0.282	921	0.288	921	0.288	921	0.288
RIGHT	1.00	1600	20 0.013	20	0.013	20	0.013	20	0.013
WB LEFT	1.00	1600	183 0.114	187	0.117	187	0.117	187	0.117
THRU	2.00	3200	326 0.102	333	0.104	333	0.104	333	0.104
RIGHT	1.00	1600	217 0.136	221	0.138	221	0.138	221	0.138
Intersection Volume			4817	4913		4913		4913	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.811	0.826		0.826		0.826	
Stopped Delay (sec/veh)			26.6	28.9		28.9		28.9	
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.

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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	1.00	1600	29	0.018	30	0.018	30	0.018
	THRU	2.00	3200	293	0.092	299	0.093	299	0.093
	RIGHT	1.00	1600	72	0.045	73	0.046	73	0.046
SB	LEFT	1.00	1600	96	0.060	98	0.061	98	0.061
	THRU	2.00	3200	547	0.171	558	0.174	558	0.174
	RIGHT	1.00	1600	302	0.189	308	0.193	308	0.193
EB	LEFT	1.00	1600	234	0.146	239	0.149	239	0.149
	THRU	2.00	3200	1022	0.319	1042	0.326	1042	0.326
	RIGHT	1.00	(Free)	19		19		19	
WB	LEFT	1.00	1600	83	0.052	85	0.053	85	0.053
	THRU	2.00	3200	346	0.108	353	0.110	353	0.110
	RIGHT	1.00	1600	75	0.047	77	0.048	77	0.048
Intersection Volume			3118		3180		3180		3180
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.610		0.622		0.622		0.622
Stopped Delay (sec/veh)			6.0		7.2		7.2		7.2
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.

Santa Fe and PCH

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT													
	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	1.00	1600	115	0.072	117	0.073	117	0.073
	THRU	2.00	3200	372	0.116	379	0.119	380	0.119
	RIGHT	1.00	1600	120	0.075	122	0.076	122	0.076
SB	LEFT	1.00	1600	142	0.089	145	0.091	145	0.091
	THRU	2.00	3200	256	0.080	261	0.082	261	0.082
	RIGHT	1.00	1600	63	0.039	64	0.040	64	0.040
EB	LEFT	1.00	1600	136	0.085	139	0.087	139	0.087
	THRU	2.00	3200	1109	0.347	1131	0.353	1131	0.353
	RIGHT	1.00	1600	97	0.061	99	0.062	99	0.062
WB	LEFT	1.00	1600	91	0.057	93	0.058	93	0.058
	THRU	2.00	3200	735	0.230	750	0.234	750	0.234
	RIGHT	1.00	1600	119	0.074	121	0.076	121	0.076
Intersection Volume				3355		3422		3423	
Signal Phasing Loss Factor				0.05		0.05		0.05	
Intersection V/C Ratio				0.658		0.671		0.671	
Stopped Delay (sec/veh)				10.8		12.1		12.1	
LEVEL OF SERVICE (LOS)				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.

Henry Ford and Anaheim St.

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	1	0	0	0	0	0	0	0	0	0	0	0	1
NR	2	0	0	0	0	0	0	0	0	0	0	0	2
SL	1	0	0	0	0	0	0	0	0	0	0	0	1
ST	1	0	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	2	0	0	0	0	0	0	0	0	0	0	0	2
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	1	0	0	0	0	0	0	0	0	0	0	0	1
Sum	8	0	0	0	0	0	0	0	0	0	0	0	8

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.50	2360	285 0.121	291	0.123	291	0.123	291	0.123
THRU	1.50	2400	116 0.048	118	0.049	120	0.050	120	0.050
RIGHT	1.00	1600	82 0.051	84	0.052	86	0.054	86	0.054
SB LEFT	1.00	1600	97 0.061	99	0.062	100	0.062	100	0.062
THRU	3.00	4800	22 0.008	22	0.008	23	0.008	23	0.008
RIGHT	0.00	0	15 0.000	15	0.000	15	0.000	15	0.000
EB LEFT	1.00	1600	33 0.021	34	0.021	34	0.021	34	0.021
THRU	2.00	3200	1020 0.319	1040	0.325	1041	0.325	1041	0.325
RIGHT	1.00 (Free)		72	73		74		74	
WB LEFT	1.00	1600	51 0.032	52	0.033	54	0.034	54	0.034
THRU	2.00	3200	952 0.298	971	0.303	971	0.303	971	0.303
RIGHT	1.00	1600	177 0.111	181	0.113	181	0.113	181	0.113
Intersection Volume			2922	2980		2989		2989	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.529	0.539		0.540		0.540	
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 Anaheim St.

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
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	3	0	0	0	0	0	0	0	0	0	0	0	3
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	3	0	0	0	0	0	0	0	0	0	0	0	3
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	7	0	0	0	0	0	0	0	0	0	0	0	7

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	23 0.014	23	0.015	23	0.015	23	0.015
THRU	2.00	3200	141 0.044	144	0.045	144	0.045	144	0.045
RIGHT	1.00	1600	48 0.030	49	0.031	49	0.031	49	0.031
SB LEFT	1.00	1600	192 0.120	196	0.122	196	0.122	196	0.122
THRU	2.00	3200	132 0.041	135	0.042	135	0.042	135	0.042
RIGHT	1.00	1600	121 0.076	123	0.077	124	0.077	124	0.077
EB LEFT	1.00	1600	80 0.050	82	0.051	82	0.051	82	0.051
THRU	3.00	4800	954 0.199	973	0.203	976	0.203	976	0.203
RIGHT	1.00	1600	21 0.013	21	0.013	21	0.013	21	0.013
WB LEFT	1.00	1600	23 0.014	23	0.015	23	0.015	23	0.015
THRU	3.00	4800	750 0.190	765	0.194	768	0.194	768	0.194
RIGHT	0.00	0	161 0.000	164	0.000	164	0.000	164	0.000
Intersection Volume			2646	2699		2706		2706	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.454	0.462		0.463		0.463	
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.

9th St./Ith St. and Anaheim St.

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	1	0	0	0	0	0	0	0	0	0	0	0	1
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	1	0	0	0	0	0	0	0	0	0	0	0	1
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	3	0	0	0	0	0	0	0	0	0	0	0	3
ER	1	0	0	0	0	0	0	0	0	0	0	0	1
WL	1	0	0	0	0	0	0	0	0	0	0	0	1
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	7	0	0	0	0	0	0	0	0	0	0	0	7

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2005		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	208 0.130	212	0.133	213	0.133	213	0.133
THRU	2.00	3200	127 0.040	130	0.040	130	0.040	130	0.040
RIGHT	1.00	(Free)	25	26		26		26	
SB LEFT	1.00	1600	78 0.049	80	0.050	80	0.050	80	0.050
THRU	2.00	3200	86 0.027	88	0.027	88	0.027	88	0.027
RIGHT	1.00	(Free)	35	36		36		36	
EB LEFT	1.00	1600	86 0.054	88	0.055	88	0.055	88	0.055
THRU	3.00	4800	1107 0.231	1129	0.235	1132	0.236	1132	0.236
RIGHT	1.00	1600	149 0.093	152	0.095	153	0.096	153	0.096
WB LEFT	1.00	1600	16 0.010	16	0.010	18	0.011	18	0.011
THRU	2.00	3200	861 0.269	878	0.274	878	0.274	878	0.274
RIGHT	1.00	1600	132 0.083	135	0.084	135	0.084	135	0.084
Intersection Volume			2910	2968		2975		2975	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.530	0.539		0.540		0.540	
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.

TRIPS GENERATED BY PROJECTS

PROJECT (or Project Group)	A.M.PEAK HOUR		P.M.PEAK HOUR	
	enter	exit	enter	exit
1 Operational Phase Traffic	6	5	5	6

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005			Plus Proposed Project				
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
---	-----	-----	---	-----	-----		---	-----	-----	-----
Alameda St and I-405 Ramps										
A	5.0	0.428	A	5.0	0.436	.....	A	5.0	0.436	+0.000
Alameda St and 223rd Ramp										
A	5.0	0.335	A	5.0	0.341	.....	A	5.0	0.341	+0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St										
A	5.0	0.563	A	5.0	0.574	.....	A	5.0	0.574	+0.000
Alameda St and Sepulveda connector/access road										
A	5.0	0.359	A	5.0	0.365	.....	A	5.0	0.366	+0.000
Alameda St and PCH										
(under constr.)			B	9.5	0.645	.....	B	9.6	0.646	+0.001
Alameda St and Anaheim St										
A	5.0	0.600	B	6.1	0.611	.....	B	6.1	0.611	+0.000
Wilmington Ave and 223rd St										
D	26.6	0.811	D	28.9	0.826	.....	D	28.9	0.826	+0.000
Wilmington Ave and Sepulveda Blvd										
B	6.0	0.610	B	7.2	0.622	.....	B	7.2	0.622	+0.000
Santa Fe and PCH										
B	10.8	0.658	B	12.1	0.671	.....	B	12.1	0.671	+0.000
Henry Ford and Anaheim St.										
A	5.0	0.529	A	5.0	0.539	.....	A	5.0	0.540	+0.001

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

P.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2005			Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Santa Fe and Anaheim St.									
A	5.0	0.454	A	5.0	0.462	.....	A	5.0	0.463 +0.001
9th St./Ith St. and Anaheim St.									
A	5.0	0.530	A	5.0	0.539	.....	A	5.0	0.540 +0.001

Notes:

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

delay = average stopped delay in seconds per vehicle

LOS = Level of Service

TRIPS GENERATED BY PROJECTS

PROJECT (or Project Group)	A.M. PEAK HOUR		P.M. PEAK HOUR	
	enter	exit	enter	exit
1 Operational Phase Traffic	6	5	5	6

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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	553	0.173	647	0.202	647	0.202
	RIGHT	1.00	1600	56	0.035	66	0.041	66	0.041
SB	LEFT	1.00	1600	86	0.054	101	0.063	101	0.063
	THRU	3.00	4800	465	0.097	544	0.113	544	0.113
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	227	0.142	266	0.166	266	0.166
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	308	0.192	360	0.225	360	0.225
Intersection Volume			1695		1983		1984		1984
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.418		0.481		0.481		0.481
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 Ramp

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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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	254	0.091	297	0.107	297	0.107
	RIGHT	0.00	0	183	0.000	214	0.000	214	0.000
SB	LEFT	1.00	1600	114	0.071	133	0.083	133	0.083
	THRU	3.00	4800	528	0.110	618	0.129	618	0.129
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	141	0.088	165	0.103	165	0.103
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	131	0.082	153	0.096	153	0.096
Intersection Volume			1351	1581		1581		1581	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.300	0.343		0.343		0.343	
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.

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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	0.00	0	1	0.000	1	0.000	1	0.000
	THRU	1.00	1600	0	0.005	0	0.006	0	0.006
	RIGHT	0.00	0	7	0.000	8	0.000	8	0.000
SB	LEFT	1.00	1600	64	0.040	75	0.047	75	0.047
	THRU	1.00	1600	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	115	0.072	135	0.084	135	0.084
EB	LEFT	2.00	3120	347	0.111	406	0.130	406	0.130
	THRU	2.00	3200	492	0.154	576	0.180	576	0.180
	RIGHT	1.00	1600	2	0.001	2	0.001	2	0.001
WB	LEFT	1.00	1600	8	0.005	9	0.006	10	0.006
	THRU	2.00	3200	970	0.303	1135	0.355	1135	0.355
	RIGHT	1.00	1600	152	0.095	178	0.111	178	0.111
Intersection Volume			2158		2525		2526		2526
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.509		0.587		0.588		0.588
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/access road

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	1	0	0	0	0	0	0	0	0	0	0	0	1
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	1	0	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	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	3	0	0	0	0	0	0	0	0	0	0	0	3

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	0 0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	456 0.142	534	0.167	535	0.167	535	0.167
RIGHT	1.00	1600	258 0.161	302	0.189	302	0.189	302	0.189
SB LEFT	1.00	1600	119 0.074	139	0.087	139	0.087	139	0.087
THRU	2.00	3200	399 0.125	467	0.146	468	0.146	468	0.146
RIGHT	0.00	0	0 0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0 0.000	0	0.000	0	0.000	0	0.000
THRU	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
WB LEFT	1.50	2360	334 0.142	391	0.166	391	0.166	391	0.166
THRU	1.50	2400	0 0.076	0	0.089	0	0.089	0	0.089
RIGHT	0.00	0	182 0.000	213	0.000	213	0.000	213	0.000
Intersection Volume			1748	2045		2048		2048	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.408	0.469		0.470		0.470	
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(under constr.)

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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	2	0	0	0	0	0	0	0	0	0	0	0	2
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	2	0	0	0	0	0	0	0	0	0	0	0	2
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	4	0	0	0	0	0	0	0	0	0	0	0	4

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	44 0.027	51	0.032	52	0.032	52	0.032
THRU	2.00	3200	54 0.017	63	0.020	65	0.020	65	0.020
RIGHT	1.00	1600	56 0.035	66	0.041	66	0.041	66	0.041
SB LEFT	1.00	1600	54 0.034	63	0.039	63	0.039	63	0.039
THRU	2.00	3200	91 0.028	106	0.033	108	0.034	108	0.034
RIGHT	1.00	1600	70 0.044	82	0.051	82	0.051	82	0.051
EB LEFT	1.00	1600	129 0.081	151	0.094	151	0.094	151	0.094
THRU	2.00	3200	760 0.263	889	0.308	889	0.308	889	0.308
RIGHT	0.00	0	83 0.000	97	0.000	97	0.000	97	0.000
WB LEFT	1.00	1600	99 0.062	116	0.072	116	0.072	116	0.072
THRU	2.00	3200	1035 0.323	1211	0.378	1211	0.378	1211	0.378
RIGHT	1.00	1600	43 0.027	50	0.031	50	0.031	50	0.031
Intersection Volume			2518	2946		2950		2950	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.510	0.588		0.589		0.589	
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

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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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	16 0.010	19	0.012	19	0.012	19	0.012
THRU	0.50	800	94 0.117	110	0.137	110	0.137	110	0.137
RIGHT	1.50	2360	391 0.166	457	0.194	457	0.194	457	0.194
SB LEFT	1.00	1600	5 0.003	6	0.004	6	0.004	6	0.004
THRU	2.00	3200	163 0.051	191	0.060	191	0.060	191	0.060
RIGHT	1.00	1600	55 0.034	64	0.040	64	0.040	64	0.040
EB LEFT	1.00	1600	94 0.059	110	0.069	110	0.069	110	0.069
THRU	2.00	3200	1058 0.331	1238	0.387	1238	0.387	1238	0.387
RIGHT	1.00	1600	14 0.009	16	0.010	16	0.010	16	0.010
WB LEFT	2.00	3120	322 0.103	377	0.121	377	0.121	377	0.121
THRU	2.00	3200	750 0.234	877	0.274	878	0.274	878	0.274
RIGHT	1.00	1600	25 0.016	29	0.018	29	0.018	29	0.018
Intersection Volume			2987	3495		3495		3495	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.604	0.699		0.699		0.699	
Stopped Delay (sec/veh)			5.4	14.9		14.9		14.9	
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.

Wilmington Ave 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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	1.00	1600	22	0.014	26	0.016	26	0.016
	THRU	2.00	3200	799	0.250	935	0.292	935	0.292
	RIGHT	1.00	1600	271	0.169	317	0.198	317	0.198
SB	LEFT	1.00	1600	115	0.072	135	0.084	135	0.084
	THRU	2.00	3200	919	0.287	1075	0.336	1075	0.336
	RIGHT	1.00	1600	436	0.273	510	0.319	510	0.319
EB	LEFT	1.00	1600	326	0.204	381	0.238	381	0.238
	THRU	2.00	3200	349	0.109	408	0.128	408	0.128
	RIGHT	1.00	1600	15	0.009	18	0.011	18	0.011
WB	LEFT	1.00	1600	247	0.154	289	0.181	289	0.181
	THRU	2.00	3200	416	0.130	487	0.152	487	0.152
	RIGHT	1.00	1600	156	0.097	183	0.114	183	0.114
Intersection Volume			4071		4763		4763		4763
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.705		0.817		0.817		0.817
Stopped Delay (sec/veh)			15.5		27.5		27.5		27.5
LEVEL OF SERVICE (LOS)			C		D		D		D

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

Wilmington Ave 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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	1.00	1600	20	0.013	23	0.015	23	0.015
	THRU	2.00	3200	553	0.173	647	0.202	647	0.202
	RIGHT	1.00	1600	63	0.039	74	0.046	74	0.046
SB	LEFT	1.00	1600	54	0.034	63	0.039	63	0.039
	THRU	2.00	3200	334	0.104	391	0.122	391	0.122
	RIGHT	1.00	1600	174	0.109	204	0.127	204	0.127
EB	LEFT	1.00	1600	357	0.223	418	0.261	418	0.261
	THRU	2.00	3200	202	0.063	236	0.074	236	0.074
	RIGHT	1.00	(Free)	31		36		36	
WB	LEFT	1.00	1600	87	0.054	102	0.064	102	0.064
	THRU	2.00	3200	314	0.098	367	0.115	367	0.115
	RIGHT	1.00	1600	72	0.045	84	0.053	84	0.053
Intersection Volume				2261		2645		2645	
Signal Phasing Loss Factor				0.05		0.05		0.05	
Intersection V/C Ratio				0.578		0.668		0.668	
Stopped Delay (sec/veh)				5.0		11.8		11.8	
LEVEL OF SERVICE (LOS)				A		B		B	

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

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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	95 0.059	111	0.069	111	0.069	111	0.069
THRU	2.00	3200	236 0.074	276	0.086	276	0.086	276	0.086
RIGHT	1.00	1600	46 0.029	54	0.034	54	0.034	54	0.034
SB LEFT	1.00	1600	187 0.117	219	0.137	219	0.137	219	0.137
THRU	2.00	3200	356 0.111	417	0.130	417	0.130	417	0.130
RIGHT	1.00	1600	115 0.072	135	0.084	135	0.084	135	0.084
EB LEFT	1.00	1600	62 0.039	73	0.045	73	0.045	73	0.045
THRU	2.00	3200	660 0.206	772	0.241	772	0.241	772	0.241
RIGHT	1.00	1600	58 0.036	68	0.042	68	0.042	68	0.042
WB LEFT	1.00	1600	134 0.084	157	0.098	157	0.098	157	0.098
THRU	2.00	3200	1103 0.345	1291	0.403	1291	0.403	1291	0.403
RIGHT	1.00	1600	205 0.128	240	0.150	240	0.150	240	0.150
Intersection Volume			3257	3811		3811		3811	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.624	0.722		0.722		0.722	
Stopped Delay (sec/veh)			7.4	17.2		17.2		17.2	
LEVEL OF SERVICE (LOS)			B	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.

Henry Ford and Anaheim 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	1	0	0	0	0	0	0	0	0	0	0	0	1
NR	2	0	0	0	0	0	0	0	0	0	0	0	2
SL	1	0	0	0	0	0	0	0	0	0	0	0	1
ST	1	0	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	2	0	0	0	0	0	0	0	0	0	0	0	2
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	1	0	0	0	0	0	0	0	0	0	0	0	1
Sum	8	0	0	0	0	0	0	0	0	0	0	0	8

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.50	2360	146 0.062	171	0.072	171	0.072	171	0.072
THRU	1.50	2400	55 0.023	64	0.027	65	0.027	65	0.027
RIGHT	1.00	1600	58 0.036	68	0.042	70	0.044	70	0.044
SB LEFT	1.00	1600	46 0.029	54	0.034	55	0.034	55	0.034
THRU	3.00	4800	77 0.019	90	0.022	91	0.022	91	0.022
RIGHT	0.00	0	12 0.000	14	0.000	14	0.000	14	0.000
EB LEFT	1.00	1600	12 0.007	14	0.009	14	0.009	14	0.009
THRU	2.00	3200	850 0.266	994	0.311	995	0.311	995	0.311
RIGHT	1.00 (Free)		431	504		504		504	
WB LEFT	1.00	1600	77 0.048	90	0.056	92	0.058	92	0.058
THRU	2.00	3200	1055 0.330	1234	0.386	1234	0.386	1234	0.386
RIGHT	1.00	1600	95 0.059	111	0.069	112	0.070	112	0.070
Intersection Volume			2914	3409		3418		3418	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.468	0.539		0.539		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.

Santa Fe and Anaheim 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	3	0	0	0	0	0	0	0	0	0	0	0	3
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	3	0	0	0	0	0	0	0	0	0	0	0	3
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	7	0	0	0	0	0	0	0	0	0	0	0	7

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	30 0.019	35	0.022	35	0.022	35	0.022
THRU	2.00	3200	151 0.047	177	0.055	177	0.055	177	0.055
RIGHT	1.00	1600	23 0.014	27	0.017	27	0.017	27	0.017
SB LEFT	1.00	1600	162 0.101	190	0.118	190	0.118	190	0.118
THRU	2.00	3200	145 0.045	170	0.053	170	0.053	170	0.053
RIGHT	1.00	1600	112 0.070	131	0.082	131	0.082	131	0.082
EB LEFT	1.00	1600	67 0.042	78	0.049	79	0.049	79	0.049
THRU	3.00	4800	674 0.140	789	0.164	791	0.165	791	0.165
RIGHT	1.00	1600	22 0.014	26	0.016	26	0.016	26	0.016
WB LEFT	1.00	1600	18 0.011	21	0.013	21	0.013	21	0.013
THRU	3.00	4800	793 0.206	928	0.241	931	0.242	931	0.242
RIGHT	0.00	0	196 0.000	229	0.000	229	0.000	229	0.000
Intersection Volume			2393		2800		2806		2806
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.446		0.514		0.515		0.515
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.

9th St./Ith St. and Anaheim 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	1	0	0	0	0	0	0	0	0	0	0	0	1
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	1	0	0	0	0	0	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	0	0	0	0	0	2
ER	1	0	0	0	0	0	0	0	0	0	0	0	1
WL	2	0	0	0	0	0	0	0	0	0	0	0	2
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	6	0	0	0	0	0	0	0	0	0	0	0	6

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	232 0.145	271	0.170	272	0.170	272	0.170
THRU	2.00	3200	85 0.027	99	0.031	99	0.031	99	0.031
RIGHT	1.00	(Free)	14	16		17		17	
SB LEFT	1.00	1600	69 0.043	81	0.050	81	0.050	81	0.050
THRU	2.00	3200	87 0.027	102	0.032	102	0.032	102	0.032
RIGHT	1.00	(Free)	27	32		32		32	
EB LEFT	1.00	1600	123 0.077	144	0.090	144	0.090	144	0.090
THRU	3.00	4800	633 0.132	741	0.154	743	0.155	743	0.155
RIGHT	1.00	1600	130 0.081	152	0.095	153	0.096	153	0.096
WB LEFT	1.00	1600	34 0.021	40	0.025	41	0.026	41	0.026
THRU	2.00	3200	920 0.287	1076	0.336	1076	0.336	1076	0.336
RIGHT	1.00	1600	102 0.064	119	0.075	119	0.075	119	0.075
Intersection Volume			2456	2874		2880		2880	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.587	0.678		0.678		0.678	
Stopped Delay (sec/veh)			5.0	12.8		12.8		12.8	
LEVEL OF SERVICE (LOS)			A	B		B		B	

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

LEVEL OF SERVICE ANALYSIS

A.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2020			Plus Proposed Project				
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
—	—	—	—	—	—		—	—	—	—
Alameda St and I-405 Ramps										
A	5.0	0.418	A	5.0	0.481	.....	A	5.0	0.481	+0.000
Alameda St and 223rd Ramp										
A	5.0	0.300	A	5.0	0.343	.....	A	5.0	0.343	+0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St										
A	5.0	0.509	A	5.0	0.587	.....	A	5.0	0.588	+0.000
Alameda St and Sepulveda connector/access road										
A	5.0	0.408	A	5.0	0.469	.....	A	5.0	0.470	+0.000
Alameda St and PCH (under constr.)										
			A	5.0	0.588	.....	A	5.0	0.589	+0.001
Alameda St and Anaheim St										
B	5.4	0.604	B	14.9	0.699	.....	B	14.9	0.699	+0.000
Wilmington Ave and 223rd St										
C	15.5	0.705	D	27.5	0.817	.....	D	27.5	0.817	+0.000
Wilmington Ave and Sepulveda Blvd										
A	5.0	0.578	B	11.8	0.668	.....	B	11.8	0.668	+0.000
Santa Fe and PCH										
B	7.4	0.624	C	17.2	0.722	.....	C	17.2	0.722	+0.000
Henry Ford and Anaheim St.										
A	5.0	0.468	A	5.0	0.539	.....	A	5.0	0.539	+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

A.M. PEAK HOUR

Scenario: Operational Phase
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2020				Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
—	—	—	—	—	—		—	—	—	—
Santa Fe and Anaheim St.										
A	5.0	0.446	A	5.0	0.514	.....	A	5.0	0.515	+0.001
9th St./Ith St. and Anaheim St.										
A	5.0	0.587	B	12.8	0.678	.....	B	12.8	0.678	+0.001

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 Ramps

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	2.00	3200	518	0.162	606	0.189	606	0.189
	RIGHT	1.00	1600	121	0.076	142	0.088	142	0.089
SB	LEFT	1.00	1600	129	0.081	151	0.094	151	0.094
	THRU	3.00	4800	479	0.100	560	0.117	561	0.117
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	217	0.136	254	0.159	254	0.159
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	96	0.060	112	0.070	112	0.070
Intersection Volume			1560		1825		1826		1826
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.428		0.492		0.492		0.492
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 Ramp

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	3.00	4800	486	0.180	569	0.211	569	0.211
	RIGHT	0.00	0	378	0.000	442	0.000	442	0.000
SB	LEFT	1.00	1600	88	0.055	103	0.064	103	0.064
	THRU	3.00	4800	494	0.103	578	0.120	578	0.120
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
EB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	0.00	0	0	0.000	0	0.000	0	0.000
WB	LEFT	1.00	1600	80	0.050	94	0.058	94	0.058
	THRU	0.00	0	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	106	0.066	124	0.078	124	0.078
Intersection Volume			1632	1909		1910		1910	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.335	0.383		0.383		0.383	
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.

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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	0.00	0	0	0.000	0	0.000	0	0.000
	THRU	1.00	1600	0	0.002	0	0.002	0	0.002
	RIGHT	0.00	0	3	0.000	4	0.000	4	0.000
SB	LEFT	1.00	1600	129	0.081	151	0.094	151	0.094
	THRU	1.00	1600	0	0.000	0	0.000	0	0.000
	RIGHT	1.00	1600	33	0.021	39	0.024	39	0.024
EB	LEFT	2.00	3120	727	0.233	851	0.273	851	0.273
	THRU	2.00	3200	1377	0.430	1611	0.503	1611	0.503
	RIGHT	1.00	1600	1	0.001	1	0.001	1	0.001
WB	LEFT	1.00	1600	1	0.001	1	0.001	1	0.001
	THRU	2.00	3200	488	0.153	571	0.178	571	0.178
	RIGHT	1.00	1600	293	0.183	343	0.214	343	0.214
Intersection Volume			3052		3571		3572		3572
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.563		0.651		0.651		0.651
Stopped Delay (sec/veh)			5.0		10.1		10.1		10.1
LEVEL OF SERVICE (LOS)			A		B		B		B

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

Alameda St and Sepulveda connector/access road

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	1	0	0	0	0	0	0	0	0	0	0	0	1
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	1	0	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	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	3	0	0	0	0	0	0	0	0	0	0	0	3

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	0 0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	434 0.136	508	0.159	509	0.159	509	0.159
RIGHT	1.00	1600	281 0.176	329	0.205	329	0.205	329	0.205
SB LEFT	1.00	1600	131 0.082	153	0.096	153	0.096	153	0.096
THRU	2.00	3200	430 0.134	503	0.157	504	0.158	504	0.158
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	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
WB LEFT	1.50	2360	175 0.074	205	0.087	205	0.087	205	0.087
THRU	1.50	2400	0 0.092	0	0.107	0	0.107	0	0.107
RIGHT	0.00	0	220 0.000	257	0.000	257	0.000	257	0.000
Intersection Volume			1671		1955		1958		1958
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.359		0.412		0.412		0.412
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(under constr.)

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT													
	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	2	0	0	0	0	0	0	0	0	0	0	0	2
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	2	0	0	0	0	0	0	0	0	0	0	0	2
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	4	0	0	0	0	0	0	0	0	0	0	0	4

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	132 0.083	154	0.097	155	0.097	155	0.097
THRU	2.00	3200	133 0.042	156	0.049	157	0.049	157	0.049
RIGHT	1.00	1600	141 0.088	165	0.103	165	0.103	165	0.103
SB LEFT	1.00	1600	70 0.044	82	0.051	82	0.051	82	0.051
THRU	2.00	3200	122 0.038	143	0.045	144	0.045	144	0.045
RIGHT	1.00	1600	136 0.085	159	0.099	159	0.099	159	0.099
EB LEFT	1.00	1600	114 0.071	133	0.083	133	0.083	133	0.083
THRU	2.00	3200	1203 0.407	1408	0.476	1408	0.476	1408	0.476
RIGHT	0.00	0	99 0.000	116	0.000	116	0.000	116	0.000
WB LEFT	1.00	1600	90 0.056	105	0.066	105	0.066	105	0.066
THRU	2.00	3200	1034 0.323	1210	0.378	1210	0.378	1210	0.378
RIGHT	1.00	1600	88 0.055	103	0.064	103	0.064	103	0.064
Intersection Volume			3362	3934		3937		3937	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.634	0.733		0.734		0.734	
Stopped Delay (sec/veh)			8.4	18.3		18.4		18.4	
LEVEL OF SERVICE (LOS)			B	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 Anaheim St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB	LEFT	1.00	1600	19	0.012	22	0.014	22	0.014
	THRU	0.50	800	141	0.176	165	0.206	165	0.206
	RIGHT	1.50	2360	552	0.234	646	0.274	646	0.274
SB	LEFT	1.00	1600	6	0.004	7	0.004	7	0.004
	THRU	2.00	3200	93	0.029	109	0.034	109	0.034
	RIGHT	1.00	1600	119	0.074	139	0.087	139	0.087
EB	LEFT	1.00	1600	75	0.047	88	0.055	88	0.055
	THRU	2.00	3200	925	0.289	1082	0.338	1083	0.338
	RIGHT	1.00	1600	8	0.005	9	0.006	9	0.006
WB	LEFT	2.00	3120	251	0.080	294	0.094	294	0.094
	THRU	2.00	3200	903	0.282	1057	0.330	1057	0.330
	RIGHT	1.00	1600	32	0.020	37	0.023	37	0.023
Intersection Volume			3124		3655		3656		3656
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.600		0.693		0.693		0.693
Stopped Delay (sec/veh)			5.0		14.3		14.3		14.3
LEVEL OF SERVICE (LOS)			A		B		B		B

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

Wilmington Ave and 223rd St

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT													
	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	25 0.016	29	0.018	29	0.018	29	0.018
THRU	2.00	3200	764 0.239	894	0.279	894	0.279	894	0.279
RIGHT	1.00	1600	556 0.347	651	0.407	651	0.407	651	0.407
SB LEFT	1.00	1600	201 0.126	235	0.147	235	0.147	235	0.147
THRU	2.00	3200	894 0.279	1046	0.327	1046	0.327	1046	0.327
RIGHT	1.00	1600	442 0.276	517	0.323	517	0.323	517	0.323
EB LEFT	1.00	1600	286 0.179	335	0.209	335	0.209	335	0.209
THRU	2.00	3200	903 0.282	1057	0.330	1057	0.330	1057	0.330
RIGHT	1.00	1600	20 0.013	23	0.015	23	0.015	23	0.015
WB LEFT	1.00	1600	183 0.114	214	0.134	214	0.134	214	0.134
THRU	2.00	3200	326 0.102	381	0.119	381	0.119	381	0.119
RIGHT	1.00	1600	217 0.136	254	0.159	254	0.159	254	0.159
Intersection Volume			4817	5636		5636		5636	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.811	0.940		0.940		0.940	
Stopped Delay (sec/veh)			26.6	48.1		48.1		48.1	
LEVEL OF SERVICE (LOS)			D	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.

Wilmington Ave and Sepulveda Blvd

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT													
	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	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)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	29 0.018	34	0.021	34	0.021	34	0.021
THRU	2.00	3200	293 0.092	343	0.107	343	0.107	343	0.107
RIGHT	1.00	1600	72 0.045	84	0.053	84	0.053	84	0.053
SB LEFT	1.00	1600	96 0.060	112	0.070	112	0.070	112	0.070
THRU	2.00	3200	547 0.171	640	0.200	640	0.200	640	0.200
RIGHT	1.00	1600	302 0.189	353	0.221	353	0.221	353	0.221
EB LEFT	1.00	1600	234 0.146	274	0.171	274	0.171	274	0.171
THRU	2.00	3200	1022 0.319	1196	0.374	1196	0.374	1196	0.374
RIGHT	1.00	(Free)	19	22		22		22	
WB LEFT	1.00	1600	83 0.052	97	0.061	97	0.061	97	0.061
THRU	2.00	3200	346 0.108	405	0.127	405	0.127	405	0.127
RIGHT	1.00	1600	75 0.047	88	0.055	88	0.055	88	0.055
Intersection Volume			3118	3648		3648		3648	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.610	0.706		0.706		0.706	
Stopped Delay (sec/veh)			6.0	15.6		15.6		15.6	
LEVEL OF SERVICE (LOS)			B	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.

Santa Fe and PCH

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT													
	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	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	1	0	0	0	0	0	0	0	0	0	0	0	1

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	115 0.072	135	0.084	135	0.084	135	0.084
THRU	2.00	3200	372 0.116	435	0.136	436	0.136	436	0.136
RIGHT	1.00	1600	120 0.075	140	0.088	140	0.088	140	0.088
SB LEFT	1.00	1600	142 0.089	166	0.104	166	0.104	166	0.104
THRU	2.00	3200	256 0.080	300	0.094	300	0.094	300	0.094
RIGHT	1.00	1600	63 0.039	74	0.046	74	0.046	74	0.046
EB LEFT	1.00	1600	136 0.085	159	0.099	159	0.099	159	0.099
THRU	2.00	3200	1109 0.347	1298	0.405	1298	0.405	1298	0.405
RIGHT	1.00	1600	97 0.061	113	0.071	113	0.071	113	0.071
WB LEFT	1.00	1600	91 0.057	106	0.067	106	0.067	106	0.067
THRU	2.00	3200	735 0.230	860	0.269	860	0.269	860	0.269
RIGHT	1.00	1600	119 0.074	139	0.087	139	0.087	139	0.087
Intersection Volume			3355	3925		3926		3926	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.658	0.762		0.762		0.762	
Stopped Delay (sec/veh)			10.8	21.2		21.2		21.2	
LEVEL OF SERVICE (LOS)			B	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.

Henry Ford and Anaheim St.

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	1	0	0	0	0	0	0	0	0	0	0	0	1
NR	2	0	0	0	0	0	0	0	0	0	0	0	2
SL	1	0	0	0	0	0	0	0	0	0	0	0	1
ST	1	0	0	0	0	0	0	0	0	0	0	0	1
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	2	0	0	0	0	0	0	0	0	0	0	0	2
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	1	0	0	0	0	0	0	0	0	0	0	0	1
Sum	8	0	0	0	0	0	0	0	0	0	0	0	8

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.50	2360	285 0.121	333	0.141	334	0.141	334	0.141
THRU	1.50	2400	116 0.048	136	0.057	137	0.057	137	0.057
RIGHT	1.00	1600	82 0.051	96	0.060	98	0.061	98	0.061
SB LEFT	1.00	1600	97 0.061	113	0.071	114	0.071	114	0.071
THRU	3.00	4800	22 0.008	26	0.009	27	0.009	27	0.009
RIGHT	0.00	0	15 0.000	18	0.000	18	0.000	18	0.000
EB LEFT	1.00	1600	33 0.021	39	0.024	39	0.024	39	0.024
THRU	2.00	3200	1020 0.319	1193	0.373	1193	0.373	1193	0.373
RIGHT	1.00 (Free)		72	84		84		84	
WB LEFT	1.00	1600	51 0.032	60	0.037	61	0.038	61	0.038
THRU	2.00	3200	952 0.298	1114	0.348	1114	0.348	1114	0.348
RIGHT	1.00	1600	177 0.111	207	0.129	208	0.130	208	0.130
Intersection Volume			2922	3419		3427		3427	
Signal Phasing Loss Factor			0.05	0.05		0.05		0.05	
Intersection V/C Ratio			0.529	0.611		0.612		0.612	
Stopped Delay (sec/veh)			5.0	6.1		6.2		6.2	
LEVEL OF SERVICE (LOS)			A	B		B		B	

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

Santa Fe and Anaheim St.

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
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	3	0	0	0	0	0	0	0	0	0	0	0	3
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	3	0	0	0	0	0	0	0	0	0	0	0	3
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	7	0	0	0	0	0	0	0	0	0	0	0	7

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	23 0.014	27	0.017	27	0.017	27	0.017
THRU	2.00	3200	141 0.044	165	0.052	165	0.052	165	0.052
RIGHT	1.00	1600	48 0.030	56	0.035	56	0.035	56	0.035
SB LEFT	1.00	1600	192 0.120	225	0.140	225	0.140	225	0.140
THRU	2.00	3200	132 0.041	154	0.048	154	0.048	154	0.048
RIGHT	1.00	1600	121 0.076	142	0.088	142	0.089	142	0.089
EB LEFT	1.00	1600	80 0.050	94	0.058	94	0.059	94	0.059
THRU	3.00	4800	954 0.199	1116	0.233	1119	0.233	1119	0.233
RIGHT	1.00	1600	21 0.013	25	0.015	25	0.015	25	0.015
WB LEFT	1.00	1600	23 0.014	27	0.017	27	0.017	27	0.017
THRU	3.00	4800	750 0.190	877	0.222	880	0.223	880	0.223
RIGHT	0.00	0	161 0.000	188	0.000	188	0.000	188	0.000
Intersection Volume			2646		3096		3102		3102
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05
Intersection V/C Ratio			0.454		0.523		0.523		0.523
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.

9th St./Ith St. and Anaheim St.

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												Sum
	1	2	3	4	5	6	7	8	9	10	11	12	
NL	1	0	0	0	0	0	0	0	0	0	0	0	1
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	1	0	0	0	0	0	0	0	0	0	0	0	1
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	3	0	0	0	0	0	0	0	0	0	0	0	3
ER	1	0	0	0	0	0	0	0	0	0	0	0	1
WL	1	0	0	0	0	0	0	0	0	0	0	0	1
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	7	0	0	0	0	0	0	0	0	0	0	0	7

INTERSECTION LEVEL OF SERVICE (LOS)

- * Scenario: Operational Phase
- * Geometrics: Existing Geometrics
- * Ambient Traffic Growth: 1 % per year

		Year 2003		Forecast Year 2020		W/Proposed Project		With ALL Projects	
Movement	Lanes	Capacity	Volume V/C	Volume	V/C	Volume	V/C	Volume	V/C
NB LEFT	1.00	1600	208 0.130	243 0.152	244 0.153	244 0.153	244 0.153	244 0.153	244 0.153
THRU	2.00	3200	127 0.040	149 0.046	149 0.046	149 0.046	149 0.046	149 0.046	149 0.046
RIGHT	1.00	(Free)	25	29	30	30	30	30	30
SB LEFT	1.00	1600	78 0.049	91 0.057	91 0.057	91 0.057	91 0.057	91 0.057	91 0.057
THRU	2.00	3200	86 0.027	101 0.031	101 0.031	101 0.031	101 0.031	101 0.031	101 0.031
RIGHT	1.00	(Free)	35	41	41	41	41	41	41
EB LEFT	1.00	1600	86 0.054	101 0.063	101 0.063	101 0.063	101 0.063	101 0.063	101 0.063
THRU	3.00	4800	1107 0.231	1295 0.270	1298 0.270	1298 0.270	1298 0.270	1298 0.270	1298 0.270
RIGHT	1.00	1600	149 0.093	174 0.109	175 0.109	175 0.109	175 0.109	175 0.109	175 0.109
WB LEFT	1.00	1600	16 0.010	19 0.012	20 0.012	20 0.012	20 0.012	20 0.012	20 0.012
THRU	2.00	3200	861 0.269	1007 0.315	1007 0.315	1007 0.315	1007 0.315	1007 0.315	1007 0.315
RIGHT	1.00	1600	132 0.083	154 0.097	154 0.097	154 0.097	154 0.097	154 0.097	154 0.097
Intersection Volume			2910	3405	3411	3411	3411	3411	3411
Signal Phasing Loss Factor			0.05	0.05	0.05	0.05	0.05	0.05	0.05
Intersection V/C Ratio			0.530	0.611	0.612	0.612	0.612	0.612	0.612
Stopped Delay (sec/veh)			5.0	6.1	6.2	6.2	6.2	6.2	6.2
LEVEL OF SERVICE (LOS)			A	B	B	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.

LEVEL OF SERVICE ANALYSIS

P.M. PEAK HOUR

Scenario: Operational Phase
 Geometrics: Existing Geometrics
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2020			Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Alameda St and I-405 Ramps									
A	5.0	0.428	A	5.0	0.492	.....	A	5.0	0.492 +0.000
Alameda St and 223rd Ramp									
A	5.0	0.335	A	5.0	0.383	.....	A	5.0	0.383 +0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St									
A	5.0	0.563	B	10.1	0.651	.....	B	10.1	0.651 +0.000
Alameda St and Sepulveda connector/access road									
A	5.0	0.359	A	5.0	0.412	.....	A	5.0	0.412 +0.000
Alameda St and PCH (under constr.)									
C	18.3	0.733	.....	C	18.4	0.734	.....	C	18.4 0.734 +0.001
Alameda St and Anaheim St									
A	5.0	0.600	B	14.3	0.693	.....	B	14.3	0.693 +0.000
Wilmington Ave and 223rd St									
D	26.6	0.811	E	48.1	0.940	.....	E	48.1	0.940 +0.000
Wilmington Ave and Sepulveda Blvd									
B	6.0	0.610	C	15.6	0.706	.....	C	15.6	0.706 +0.000
Santa Fe and PCH									
B	10.8	0.658	C	21.2	0.762	.....	C	21.2	0.762 +0.000
Henry Ford and Anaheim St.									
A	5.0	0.529	B	6.1	0.611	.....	B	6.2	0.612 +0.001

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

P.M. PEAK HOUR

Scenario: Operational Phase
 Geometrics: Existing Geometrics
 Ambient Traffic Growth: 1 % per year

Year 2003			Forecast Year 2020				Plus Proposed Project			
LOS	DELAY	V/C	LOS	DELAY	V/C		LOS	DELAY	V/C	+ V/C
—	—	—	—	—	—		—	—	—	—
Santa Fe and Anaheim St.										
A	5.0	0.454	A	5.0	0.523	.....	A	5.0	0.523	+0.001
9th St./Ith St. and Anaheim St.										
A	5.0	0.530	B	6.1	0.611	.....	B	6.2	0.612	+0.001

Notes:

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

delay = average stopped delay in seconds per vehicle

LOS = Level of Service