Appendix I:
TRAFFIC

Earvin Magic Johnson Park Master Plan

TRAFFIC IMPACT ANALYSIS REPORT

Prepared for

Los Angeles County Department of Parks and Recreation

Prepared by

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JN 140796

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INTRODUCTION

This study analyzes the forecast traffic impact of the proposed Earvin Magic Johnson Park Master Plan Project located in Willowbrook, a large urbanized community in unincorporated Los Angeles County adjacent to the City of Los Angeles and the City of Compton. The Earvin Magic Johnson Park Master Plan Project proposes to redevelop and expand the existing 104-acre park into a 126-acre park that includes the former 16-acre Ujima Village Housing Project and former 6-acre Honey's Little Angels Learning Center. The proposed project will include new recreational facilities and amenities such as a sports complex/stadium, community center, aquatics center, equestrian center, and a relocated County Department of Parks and Recreation South Agency headquarters. **Exhibit 1** shows the regional project vicinity. The project site plan is illustrated in **Exhibit 2**.

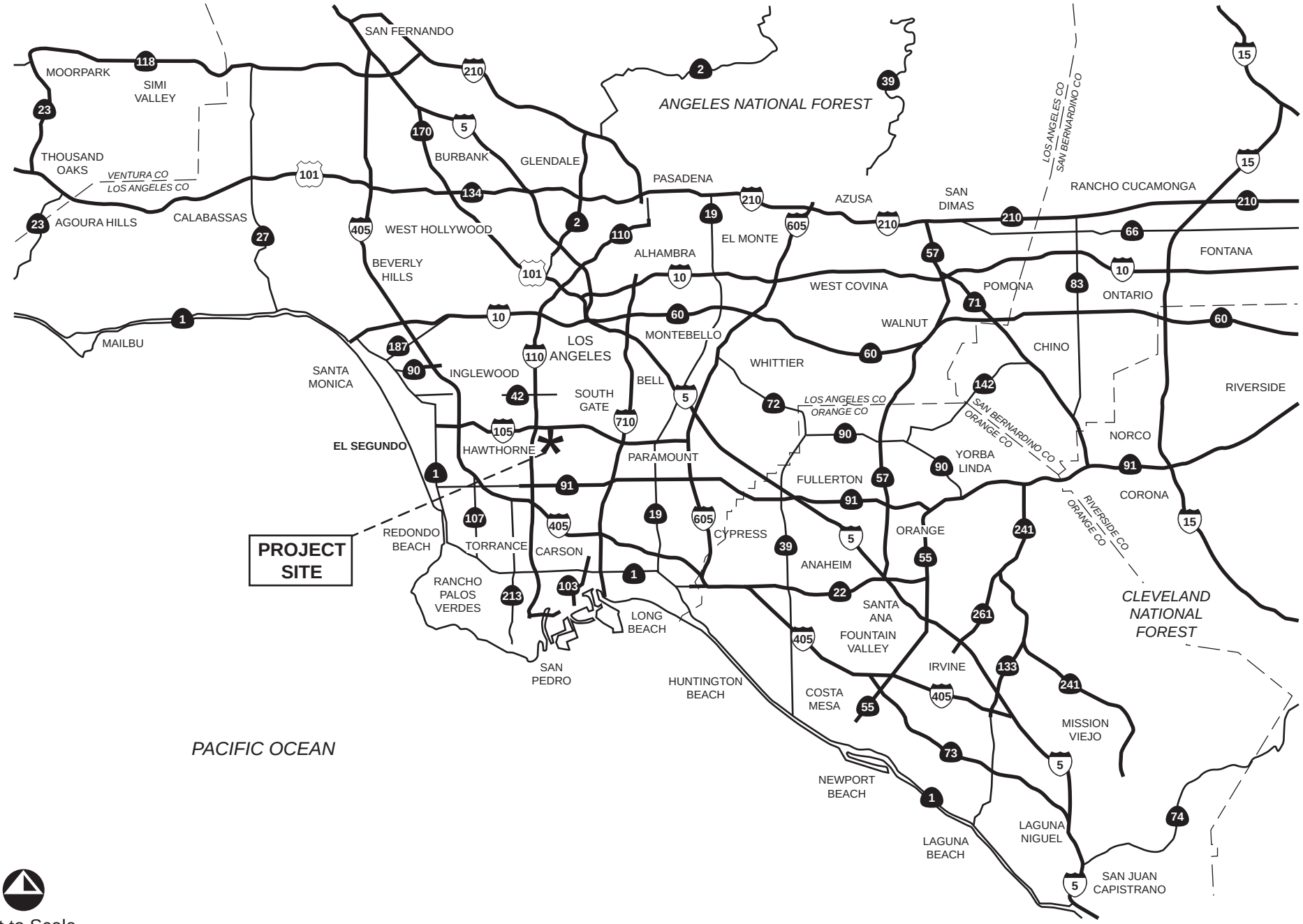
As required by Los Angeles County, this Traffic Impact Analysis (TIA) Report has been prepared in accordance with the draft updated *Los Angeles County Traffic Impact Analysis Report Guidelines* (December 2013). This TIA Report has also been prepared in accordance to the *City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures* (June 2013) and the *Los Angeles County MTA Guidelines for CMP Transportation Impact Analysis* (Appendix D of 2010 CMP). Los Angeles County generally requires preparation of a TIA Report for projects that generate over 500 trips per day. A CMP TIA Report is required for projects that are forecast to add 50 or more trips to CMP arterial monitoring intersections during either the a.m. or p.m. peak hours of adjacent street traffic. The project will generate a net increase of approximately 3,489 trips per day, which includes approximately 208 a.m. peak hour trips and approximately 699 p.m. peak hour trips.

Project Study Area

The project study area consists of a total of seventeen (17) intersections, with eight (8) intersections each located within the City of Los Angeles and the Los Angeles County. One (1) intersection is partially located within the Los Angeles County and the City of Compton. The following study intersections are evaluated in this TIA report:

1. I-110 Southbound Ramps / El Segundo Blvd. (City of Los Angeles-Caltrans)
2. I-110 Northbound Ramps / El Segundo Blvd. (City of Los Angeles-Caltrans)
3. Figueroa St. / El Segundo Blvd. (City of Los Angeles)
4. Broadway / El Segundo Blvd. (Los Angeles County)
5. Main St. / El Segundo Blvd. (Los Angeles County)
6. San Pedro St. / El Segundo Blvd. (Los Angeles County)
7. Avalon Blvd. / El Segundo Blvd. (Los Angeles County)
8. McKinley Ave. / El Segundo Blvd. (Los Angeles County)
9. Wadsworth Ave. / El Segundo Blvd. (unsignalized – Los Angeles County)
10. Clovis Ave. / El Segundo Blvd. (unsignalized – Los Angeles County)
11. Central Ave. / El Segundo Blvd. (Los Angeles County-City of Compton)
12. Avalon Boulevard / 120th Street (City of Los Angeles)
13. Wadsworth Ave. / 120th Street (unsignalized – City of Los Angeles)
14. Central Ave. / 120th Street (City of Los Angeles)
15. Central Ave. / I-105 Eastbound Ramps (City of Los Angeles-Caltrans)
16. Central Ave. / I-105 Westbound Ramps (City of Los Angeles-Caltrans)
17. Avalon Blvd. / Future Park Access (unsignalized – Los Angeles County)

The project study area is shown in **Exhibit 3**.



Not to Scale

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REGIONAL PROJECT VICINITY

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EXHIBIT 1

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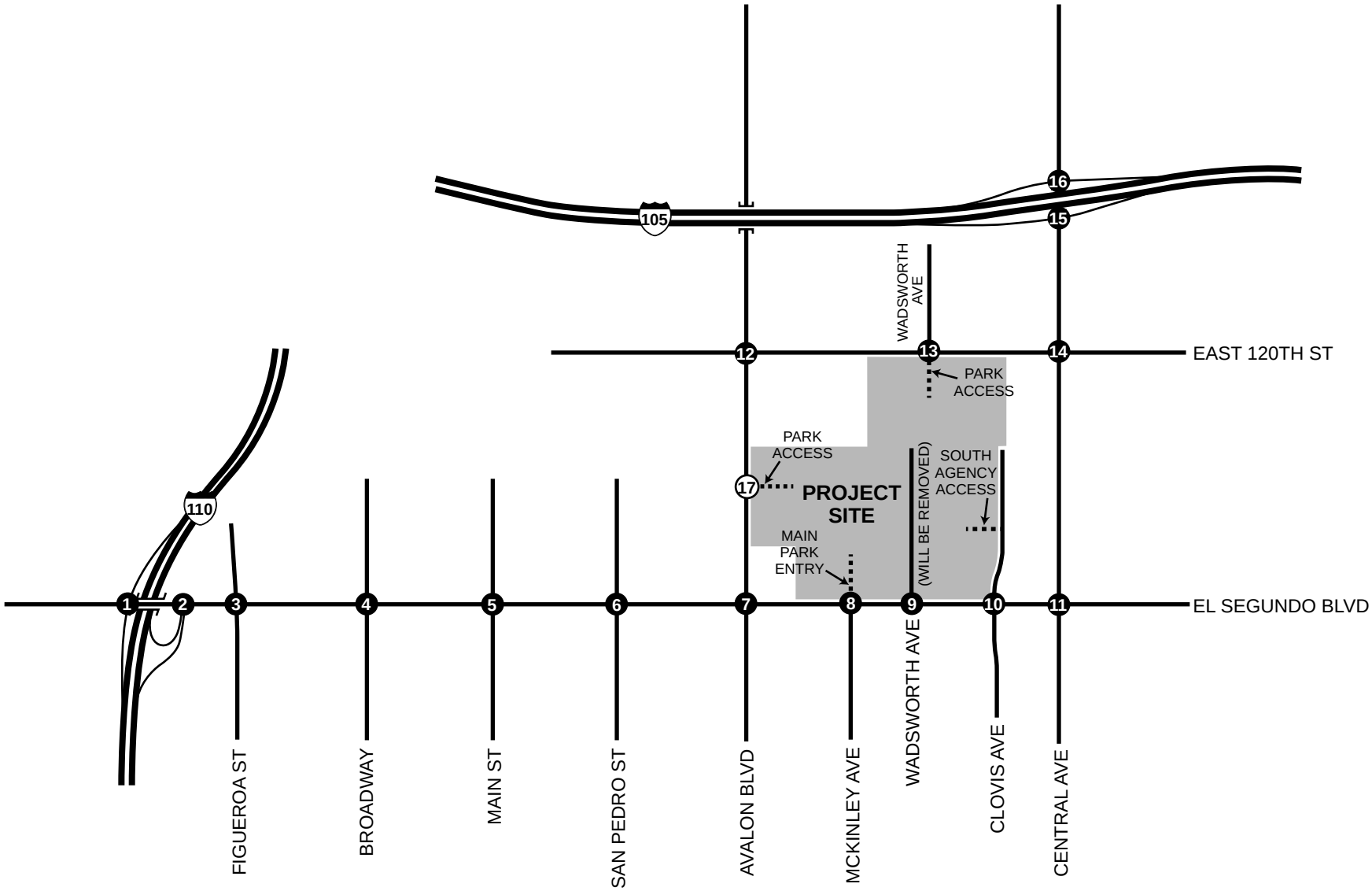
PROJECT SITE PLAN

EXHIBIT 2



LEGEND

- XX Existing Study Intersection
- XX Proposed Project Access Intersection *
- Proposed Project Access Driveway

Not to Scale

* Two of the three park access points will be aligned with existing intersections.

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PROJECT STUDY AREA

EXHIBIT 3

ANALYSIS METHODOLOGY

Study Scenarios

In accordance with the draft updated *Los Angeles County Traffic Impact Analysis Report Guidelines* (December 2013), this study analyzes the following scenarios:

- **Existing (Year 2014) Conditions** – Analysis of existing traffic count volumes, intersection geometry and existing roadway network.

- **Existing (Year 2014) Plus Project Conditions** – Analysis of existing traffic volumes overlaid with the forecast traffic generated by the proposed project. The existing intersection geometry and roadway network were used in this analysis.

- **Existing Plus Cumulative Traffic Conditions** – Analysis of existing traffic volumes overlaid with traffic associated with approved or pending projects anticipated to be constructed in the next 4-6 years.

- **Existing Plus Cumulative Traffic With Project Conditions** – Analysis of existing traffic volumes overlaid with cumulative project traffic and traffic generated by the proposed project.

Los Angeles County and City of Compton Level of Service Analysis Methodology

The draft updated *Los Angeles County Traffic Impact Analysis Report Guidelines* (December 2013) requires either the Circular 212 Critical Movement Analysis (CMA) methodology or the Intersection Capacity Utilization (ICU) methodology to be used to evaluate intersection levels of service. To maintain consistency between the Los Angeles County and City of Los Angeles analysis methodologies, the Circular 212 Critical Movement Analysis (CMA) methodology was used to determine level of service at all study intersections. The Circular 212 CMA Excel worksheet provided by City of Los Angeles Department of Transportation (LADOT) staff was utilized to perform the level of service analysis.

The City of Compton does not have specific Traffic Impact Analysis requirements, but City of Compton staff requested that the analysis methodology and scenarios be consistent with the Los Angeles County Traffic Impact Analysis Report Guidelines.

The Circular 212 CMA methodology uses per lane capacity and intersection movement volumes to determine the volume-to-capacity (V/C) ratio and critical movements. As required per the *Los Angeles County Traffic Impact Analysis Report Guidelines*, lane capacities of 1,600 vehicles-per-hour (VPH) per lane are used in the analysis with the exception of dual left-turn lanes, where a combined capacity of 2,880 VPH is used (which is also consistent with the ICU methodology requirements). The intersection LOS is based on the sum of the critical movements, otherwise referred to as the total intersection volume-to-capacity (V/C) ratio. The Los Angeles County LOS thresholds based on total intersection v/c ratios are shown in Table 1.

Table 1
Circular 212 CMA Methodology
Los Angeles County Level of Service Thresholds
(Based on Volume-to-Capacity Ratios)

V/C Ratio	LOS
0.00 - .060	A
0.61 – 0.70	B
0.71 – 0.80	C
0.81 – 0.90	D
0.91 – 1.00	E
over 1.00	F

City of Los Angeles Level of Service Analysis Methodology

City of Los Angeles Department of Transportation (LADOT) staff requested that the Circular 212 Critical Movement Analysis (Circular 212 CMA) methodology be used to perform level of service analysis at the eight (8) study intersections located within the City of Los Angeles. As required, the Circular 212 CMA Excel worksheet developed by LADOT was utilized to perform the analysis.

The Circular 212 CMA methodology uses per lane capacity and intersection movement volumes to determine the volume-to-capacity (V/C) ratio and critical movements. The Circular 212 CMA Excel worksheet developed by LADOT uses the following lane capacities:

- 1,500 vehicles per hour per lane (2 phases at signal)
- 1,425 vehicles per hour per lane (3 phases at signal)
- 1,375 vehicles per hour per lane (4+ phases at signal)

The intersection LOS is based on the sum of the critical movements, otherwise referred to as the total intersection volume-to-capacity (V/C) ratio. The City of Los Angeles LOS thresholds based on total intersection v/c ratios are shown in Table 2.

Table 2
Circular 212 CMA Methodology
City of Los Angeles Level of Service Thresholds
(Based on Volume-to-Capacity Ratios)

V/C Ratio	LOS
0.000 - .0600	A
0.601 – 0.700	B
0.701 – 0.800	C
0.801 – 0.900	D
0.901 – 1.000	E
over 1.000	F

Significant Impact Thresholds

Los Angeles County and City of Compton Significant Impact Thresholds

According to the draft updated *Los Angeles County Traffic Impact Analysis Report Guidelines* (December 2013), a significant impact will occur if project-related traffic increases the V/C ratio at an intersection by more than the thresholds shown below in Table 3.

Table 3
Los Angeles County TIA Report Guidelines
Significant Impact Thresholds

Operations Without Project		Project-Related Increase in V/C Ratio (Significant Impact Threshold)
LOS	**V/C Ratio**	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

Source: *Los Angeles County Traffic Impact Analysis Report Guidelines* (December 2013).

The significant impact thresholds as shown in Table 3 are utilized to determine project-related impacts at the nine (9) study intersections within the jurisdiction of Los Angeles County and the City of Compton.

City of Los Angeles Significant Impact Thresholds

Table 4 below shows the significant impact thresholds identified in the *City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures* (June 2013). These thresholds are used to determine project-related significant impacts at the eight (8) study intersections located within the City of Angeles.

Table 4
City of Los Angeles (LADOT) Traffic Study Policies and Procedures
Significant Impact Thresholds

SIGNIFICANT TRANSPORTATION IMPACT (V/C Methodology)		
LOS	**Final V/C Ratio**	**Project-Related Increase in V/C**
C	> 0.701 - 0.800	equal to or greater than 0.040
D	> 0.801 - 0.900	equal to or greater than 0.020
E	> 0.901 – 1.000	equal to or greater than 0.010
F	Greater than 1.000	equal to or greater than 0.010

Source: *City of Los Angeles Department of Transportation Traffic Study Policies and Procedures* (June 2013)

Los Angeles County Congestion Management Program (CMP) TIA Requirements

According to the *Los Angeles County MTA Guidelines for CMP Transportation Impact Analysis* (Appendix D of the 2010 CMP), the TIA study area must include the following:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours (of adjacent street traffic); and

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

The project study area includes the following four (4) monitored CMP intersections where the proposed project will add 50 or more trips during the peak hours:

1. I-110 Southbound Ramps / El Segundo Boulevard
2. I-110 Northbound Ramps / El Segundo Boulevard
3. I-105 Eastbound Ramps / Central Avenue
4. I-105 Westbound Ramps / Central Avenue

To maintain consistency between the different jurisdictions in Los Angeles County, analysis of monitored CMP intersections must be performed using either the Intersection Capacity Utilization (ICU) method or the Circular 212 Critical Movement Analysis (CMA) method. The four (4) CMP study intersections are located within the City of Angeles, where the Circular 212 Critical Movement Analysis (CMA) is required. Therefore, the Circular 212 Critical Movement Analysis (CMA) method is used to evaluate the CMP study intersections included in this TIA.

The proposed project will not add 150 or more trips to mainline freeway locations during the peak hours; therefore, analysis of mainline freeway facilities is not required according to the Los Angeles County CMP TIA Guidelines.

Analysis Methodology of State Highway (Caltrans) Facilities

According to the *Caltrans Guide to the Preparation of Traffic Impact Studies* (December 2002), a Traffic Impact Study is required when a project meets the following criteria:

- Generates over 100 peak hour trips to a State Highway facility operating at LOS A or B;
- Generates 50 to 100 peak hour trips to a State Highway facility operating at LOS C or D;
- Generates 1 to 49 peak hour trips to a State Highway facility operating at LOS E or F.

Department of Transportation (Caltrans) District 7 staff requested that the Traffic Impact Analysis for the proposed project follow the County's CMP TIA Guidelines as it relates to State Highway facilities. Caltrans District 7 staff indicated that a mainline freeway segment analysis would not be required for this Traffic Impact Analysis, but requested that monitored CMP ramp intersections be evaluated and traffic volumes on the study on-ramps and off-ramps be provided in the TIA report.

In accordance with Caltrans requirements, the following analyses were conducted in this Traffic Impact Analysis for the monitored CMP intersections in the project study area:

- CMP Intersection LOS Analysis (Circular 212 CMA methodology per CMP TIA Guidelines)
- Off-Ramp Queuing Analysis (SYNCHRO software program, 95th percentile queues)

The analysis methodology for the off-ramp queuing analysis are provided in greater detail in the Caltrans Facilities Analysis section of this report.

Caltrans has a target level of service at the transition between LOS C and LOS D for State Highway facilities. However, Caltrans recognizes that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.

EXISTING CONDITIONS

Existing Roadway Circulation System

A detailed field review was conducted to determine the existing intersection geometry, traffic control devices, signal phasing and other factors, which may affect intersection or roadway segment capacity. The existing intersection lane geometry is illustrated in **Exhibit 4**. The lane geometry of the proposed project access intersections are also shown in Exhibit 4. The following is a detailed description of roadways in the study area.

El Segundo Boulevard is an east-west major arterial roadway and defines the south boundary of the site. The posted speed limit varies from 35 to 40 mph. The roadway generally offers six travel lanes, three lanes in each direction, with a central left-turn median. Parking is not allowed on El Segundo Boulevard along the project site frontage between Avalon Boulevard and Central Avenue however parking is generally allowed along other stretches of this roadway. This roadway provides on- and off-ramps to the 110 freeway. The 2014 Average Daily Traffic (ADT) volumes on El Segundo Boulevard along the project frontage are approximately 22,000 vehicles per day.

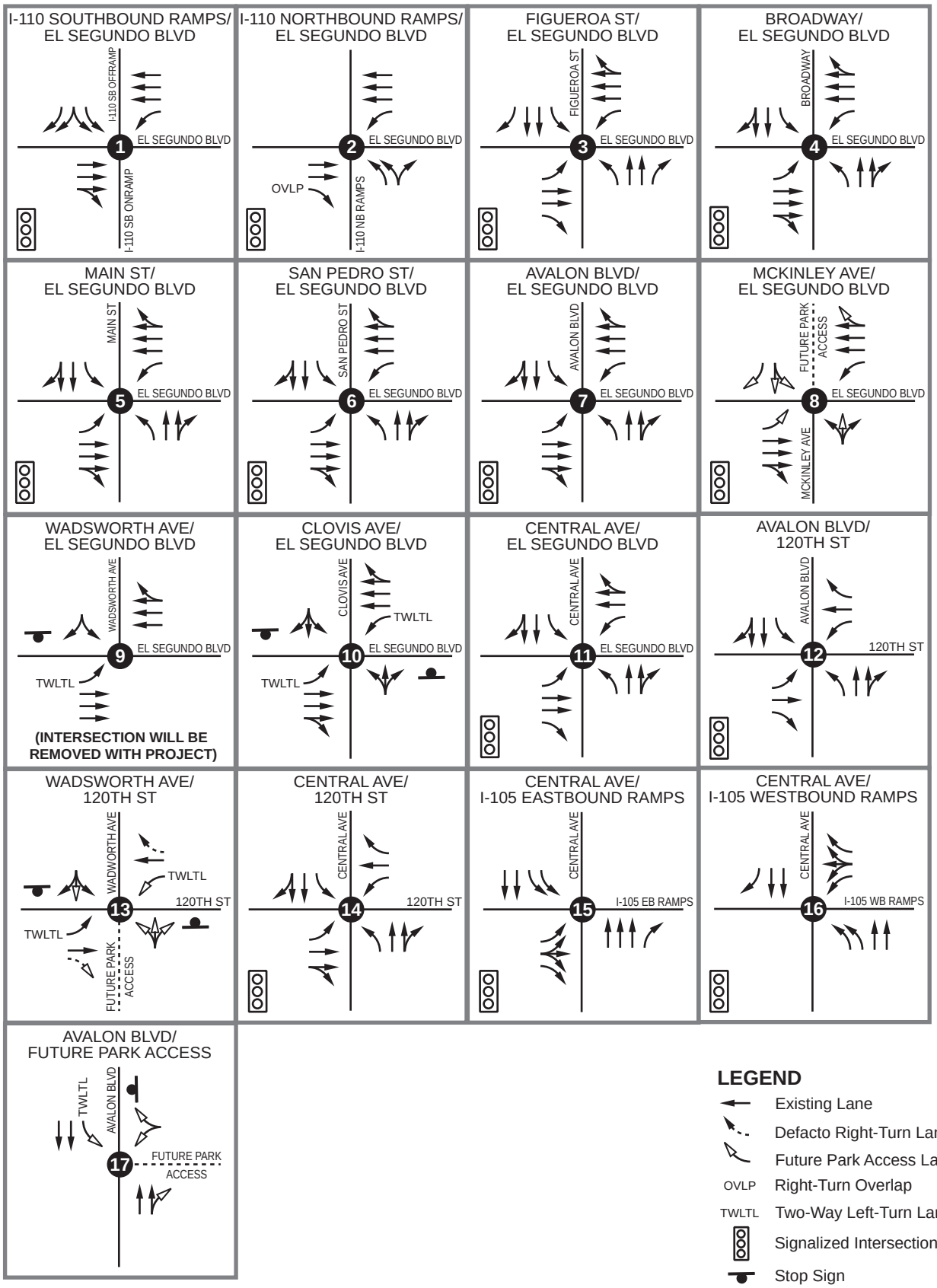
120th Street is a secondary arterial roadway that traverses in an east-west direction and defines the north boundary of the site. This two lane roadway consists of on-street parking and class-II bicycle facilities along both sites. There is a striped pedestrian crosswalk at the intersection of Stanford Avenue and 120th Street near the northwest corner of the park. The posted speed limit varies from 25 to 30 mph.

Avalon Boulevard a major north-south arterial roadway that runs along the western limits of the project site and includes four travel lanes, two lanes per direction. Parking is allowed on many stretches of this roadway. The posted speed limit is 35 mph.

Central Avenue is classified as a major arterial roadway that traverses in a north-south direction. The posted speed limit is 35 mph. The roadway generally offers four travel lanes, two lanes in each direction, with a central left-turn median and provides on- and off- ramps to the 105 Freeway. Parking is allowed along this roadway within the proposed project area.

Wadsworth Avenue is a two-lane local street that runs in a north-south direction. Wadsworth Avenue extends northward for several miles in several discontinuous segments from El Segundo Boulevard. Wadsworth Avenue currently provides direct access to the existing park area and the area once occupied by the Ujima Village site. From El Segundo Boulevard, Wadsworth Avenue terminates within the park area, and from 120th Street, a short segment of Wadsworth Avenue extends northward and terminates near the I-105 freeway. The speed limit is 25 mph.

Clovis Avenue is a two-lane local street that runs in a north-south direction. Similar to Wadsworth Avenue, Clovis Avenue also extends northward for several miles in discontinuous segments. Clovis Avenue runs along the eastern boundary of the existing park area and the area once occupied by the Ujima Village site. Northward from El Segundo Boulevard, Clovis Avenue is discontinuous and terminates near the northern boundary of the former Ujima Village site. The speed limit is 25 mph.



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EXISTING AND EXISTING PLUS PROJECT INTERSECTION LANE GEOMETRY

Existing Traffic Volumes

Weekday a.m. and p.m. peak period traffic volume counts were collected in April 2014 at fourteen (14) study intersections, and additionally 24-hour directional segment counts were collected at eleven (11) roadway segments. The a.m. peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m., and the p.m. peak period intersection counts were collected from 4:00 p.m. to 6:00 p.m. Traffic counts were also collected in March 2015 at two (2) study intersections during the a.m. and p.m. peak periods.

Exhibit 5 shows existing roadway segment daily volumes and **Exhibit 6** shows the existing a.m. and p.m. peak hour intersection volumes. Detailed traffic count data is contained in Appendix A.

Existing Levels of Service

Table 5 summarizes the existing a.m. and p.m. peak hour LOS of the study intersections. Detailed Circular 212 CMA calculation sheets for existing conditions and all analysis scenarios are contained in Appendix B.

Table 5
Existing Conditions Intersection Levels of Service (LOS)

Study Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1.	I-110 Southbound Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.816	D	0.733	C
2.	I-110 Northbound Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.643	B	0.784	C
3.	Figueroa St. / El Segundo Blvd.	City of Los Angeles	0.565	A	0.579	A
4.	Broadway / El Segundo Blvd.	Los Angeles County	0.399	A	0.445	A
5.	Main St. / El Segundo Blvd.	Los Angeles County	0.411	A	0.508	A
6.	San Pedro St. / El Segundo Blvd.	Los Angeles County	0.352	A	0.414	A
7.	Avalon Blvd. / El Segundo Blvd.	Los Angeles County	0.471	A	0.654	B
8.	McKinley Ave. / El Segundo Blvd.	Los Angeles County	0.224	A	0.343	A
9.	Wadsworth Ave. / El Segundo Blvd. (1)	Los Angeles County	0.261	A	0.313	A
10.	Clovis Ave. / El Segundo Blvd. (1)	Los Angeles County	0.241	A	0.309	A
11.	Central Ave. / El Segundo Blvd.	Los Angeles County / City of Compton	0.658	B	0.726	C
12.	Avalon Blvd. / 120th Street	City of Los Angeles	0.393	A	0.516	A
13.	Wadsworth Ave. / 120th St. (1)	City of Los Angeles	0.222	A	0.366	A
14.	Central Ave. / 120th Street	City of Los Angeles	0.575	A	0.507	A
15.	Central Ave. / I-105 Eastbound Ramps	City of Los Angeles / Caltrans	0.629	B	0.669	B
16.	Central Ave. / I-105 Westbound Ramps	City of Los Angeles / Caltrans	0.655	B	0.636	B

Note: Analysis performed at all study intersections using Circular 212 CMA methodology.
V/C = volume-to-capacity ratio
(1) Unsignalized intersection.

As shown in Table 5, during the a.m. peak hour all the intersections operated at a LOS B or better, except for I-110 Southbound Ramps / El Segundo Boulevard which operated at LOS D. During the p.m. peak hour all the intersections operated at a LOS B or better except for three (3) intersections; I-110 Southbound Ramps / El Segundo Boulevard, I-110 Northbound Ramps / El Segundo Boulevard and Central Avenue / El Segundo Boulevard which operate at LOS C.

LEGEND

XX,XXX Average Daily Traffic

Not to Scale

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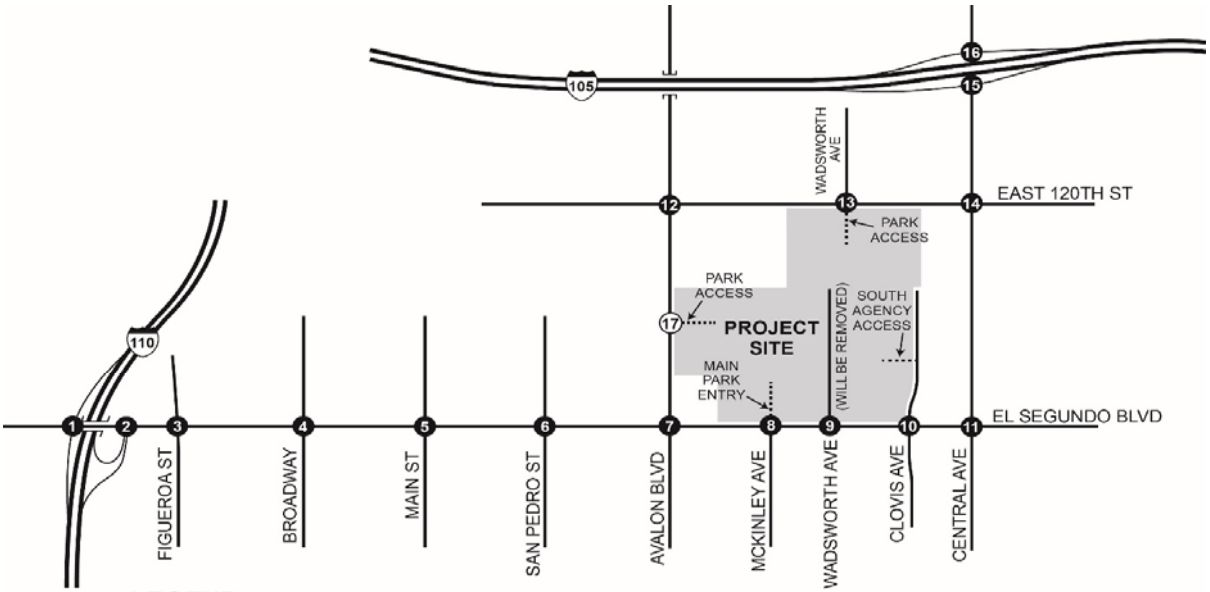
EXISTING ROADWAY SEGMENT DAILY VOLUMES

EXHIBIT 5

I-110 SB Ramps / El Segundo Blvd.				I-110 NB Ramps / El Segundo Blvd.				Figueroa St. / El Segundo Blvd.				Broadway / El Segundo Blvd.			
742/368	1/0	477/416	I-110 SB Ramps			1364/706	311/183	142/90	363/291	89/77	Figueroa St.	127/96	1320/726	93/36	92/72	221/151	36/78	Broadway	59/82	1027/677	94/23
El Segundo Blvd.		1	El Segundo Blvd.	El Segundo Blvd.		2	El Segundo Blvd.	El Segundo Blvd.		3	El Segundo Blvd.	El Segundo Blvd.		4	El Segundo Blvd.
531/1201	446/599	I-110 SB Ramps		756/1211	258/436	I-110 NB Ramps	634/258	187/225	135/122	913/1137	335/136	Figueroa St.	116/160	361/502	54/137	50/103	528/1182	96/40	Broadway	69/103	207/297	17/111
Main St. / El Segundo Blvd.				San Pedro St. / El Segundo Blvd.				Avalon Blvd. / El Segundo Blvd.				McKinley Ave. / El Segundo Blvd.			
98/52	234/175	78/98	Main St.	130/80	124/142	46/64	San Pedro St.	34/74	856/575	29/27	107/80	427/440	92/149	Avalon Blvd.	124/109	828/486	101/102	961/678	11/19
El Segundo Blvd.		5	El Segundo Blvd.	El Segundo Blvd.		6	El Segundo Blvd.	El Segundo Blvd.		7	El Segundo Blvd.	El Segundo Blvd.		8	El Segundo Blvd.
58/109	395/1227	77/60	Main St.	71/104	228/377	26/90	56/105	324/1266	50/72	San Pedro St.	86/77	121/208	24/44	107/119	285/1133	71/113	Avalon Blvd.	63/115	394/614	79/148	406/1464	20/48	McKinley Ave.	24/13	14/13
Wadsworth Ave. / El Segundo Blvd.				Clovis Ave. / El Segundo Blvd.				Central Ave. / El Segundo Blvd.				Avalon Blvd. / 120th Street			
16/19	21/37	Wadsworth Ave.	42/48	1049/658	0/5	0/1	3/2	Clovis Ave.	4/2	1075/714	7/6	188/125	476/618	46/162	Central Ave.	67/74	881/460	107/116	44/29	544/463	59/88	Avalon Blvd.	81/70	341/357	123/99
El Segundo Blvd.		9	El Segundo Blvd.	El Segundo Blvd.		10	El Segundo Blvd.	El Segundo Blvd.		11	El Segundo Blvd.	120th Street		12	120th Street
17/41	368/1335			1/5	421/1405	7/12	Clovis Ave.	14/6	0/0	7/9	118/229	274/994	47/155	Central Ave.	128/92	519/592	89/180	60/85	237/361	47/60	Avalon Blvd.	45/61	432/637	105/114
Wadsworth Ave. / 120th St.				Central Ave. / 120th Street				Central Ave. / I-105 EB Ramps				Central Ave. / I-105 WB Ramps			
18/19	15/23	Wadsworth Ave.	5/15	316/410	80/112	576/768	158/162	Central Ave.	137/138	401/202	88/54	553/736	501/440	Central Ave.	597/417	891/910	Central Ave.	358/569	0/0	165/276
120th Street		13	120th Street	120th Street		14	120th Street	I-105 EB Ramps		15	I-105 EB Ramps	I-105 WB Ramps		16	I-105 WB Ramps
6/29	258/543			108/123	301/358	27/80	Central Ave.	63/63	611/755	78/91	546/507	1/222	351/395	Central Ave.	647/756	321/337	288/304	903/939



LEGEND

xx/xx AM/PM Peak Hour Volumes

(XX) Existing Study Intersection

(XX) Proposed Project Access Intersection *

Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

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140796 AUGUST 2015

EXISTING
AM/PM PEAK HOUR INTERSECTION VOLUMES
EXHIBIT 6

Existing Transit Service

Fixed-route public transportation services in the project area are currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Torrance Transit Agency. **Exhibit 7** illustrates transit routes serving the project area including four Metro bus routes, one Metro rail line, and two Torrance Transit bus routes.

There are seven bus stations located on the street frontages adjacent to the project site. Five stations are located on 120th Street along the north project boundary. Two stations are located on Avalon Boulevard along the western project boundary. In addition, the Avalon Green Line metro station is located approximately ½ mile to the northwest of the project site above Avalon Boulevard at the I-105 overpass. The project site is linked directly to the Green Line metro station by Metro routes 51/52/352 and Torrance Transit Line 2.

LA Metro Transit Routes

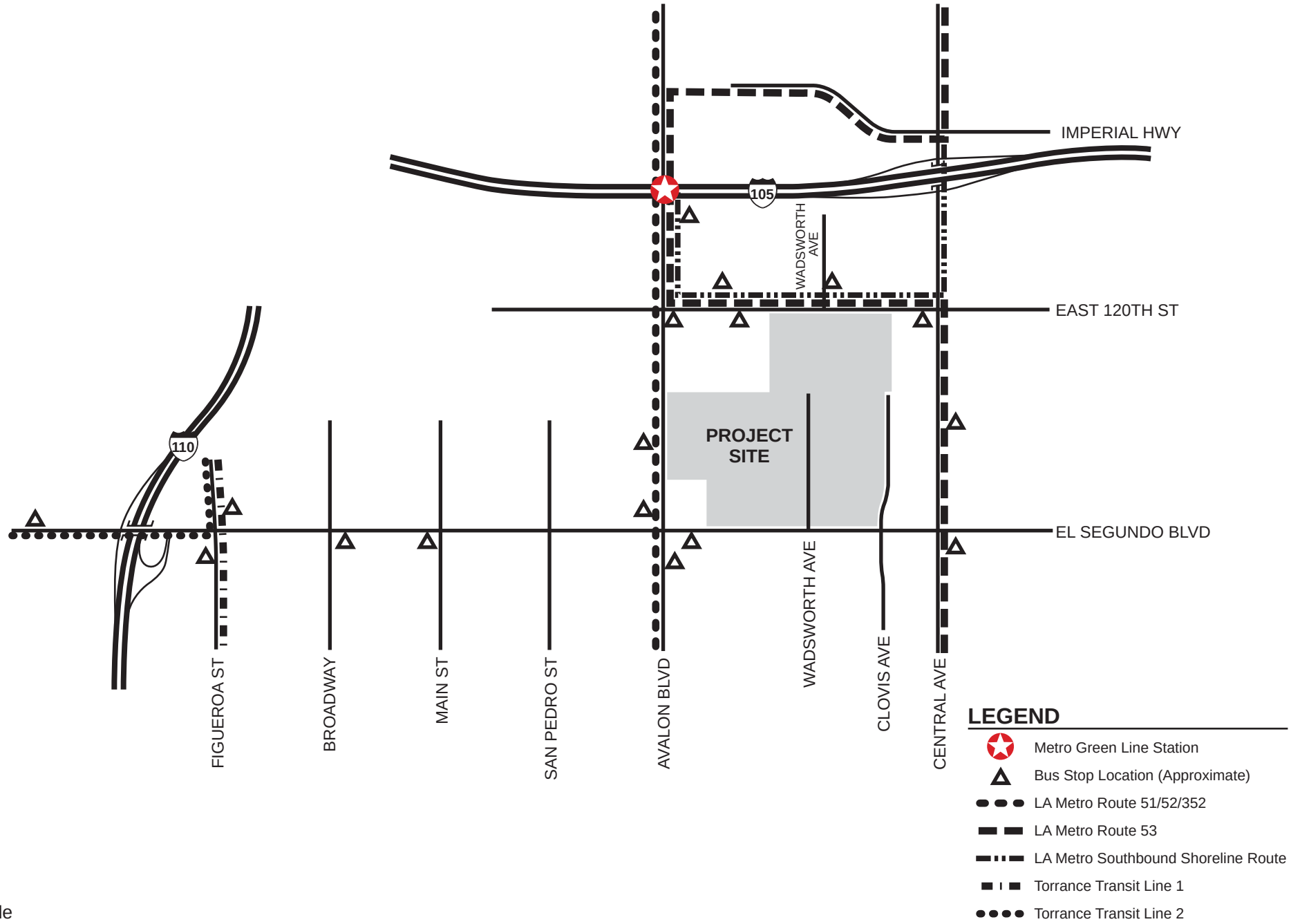
LA Metro Green Rail Line (Line 803) is a 20-mile long elevated light rail line running between Redondo Beach and the City of Norwalk. The fully grade separated route runs partly in the median of I-105 and is also known as Line 803. This line runs every day, including holidays, at a peak frequency of approximately 8 minutes during peak commute hours. This route includes connections to Metro Silver Line is at the Harbor Freeway Station and to the Metro Blue Line at the Rosa Parks (Willowbrook) Station. The eastern terminus is located at the Norwalk Green Line station. The western terminus is located at Redondo Beach Green Line station.

LA Metro Bus Routes 51/52/352 are local north/south lines that provide service from Los Angeles to the City of Compton and travels primarily along Avalon Boulevard adjacent to the project site. These lines run every day including holidays at a peak frequency of approximately 10 minutes. The northern terminus is located at the intersection of Wilshire/Vermont Metro Station in Los Angeles. The southern terminus is located at the Martin Luther King Jr. Transit Center in Compton.

LA Metro Bus Route 53 is a local north/south line that provides service from the City of Carson to downtown Los Angeles and travel primarily along Central Avenue, 120th Street, and Avalon Boulevard near the project site. This line runs every day, including holiday, at a peak frequency of approximately 10 minutes. The northern terminus is located at the intersection of Beaudry Avenue and 5th Street in downtown Los Angeles. The southern terminus is located at California State University in Carson.

Torrance Transit Routes

Torrance Transit Line 1 & 2 are a local north/south line that provides service from its southern terminus at the Del Amo Mall in Torrance to the northern terminus at the Greenline Harbor Freeway. Line 1 runs every day including holidays at a peak frequency of approximately 20 minutes. Line 2 runs Monday through Saturday including holidays at a peak frequency of approximately 4 minutes.



Not to Scale

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JN 140796 AUGUST 2015

EXISTING TRANSIT ROUTES

EXHIBIT 7

Existing Bicycle Facilities

Los Angeles County adopted the 2012 Bicycle Master Plan on March 13, 2012 and the City of Los Angeles approved the 2010 Bicycle Plan on March 1, 2011. The Bicycle Plans include the following bicycle facilities: Class-I Bicycle Paths, Class-II Bicycle Lanes, and Class-III Bicycle Routes and Bicycle-Friendly Streets.

Bicycle facilities are classified based on a standard typology, which is described in further details below:

- **Class I Bikeways (Bicycle Paths)** provide a separated right-of-way for bicycle travel that is typically shared with pedestrians and provides a 10- to 12-foot-wide path. Bike path intersections are usually minimized, and street crossings often require special treatment.

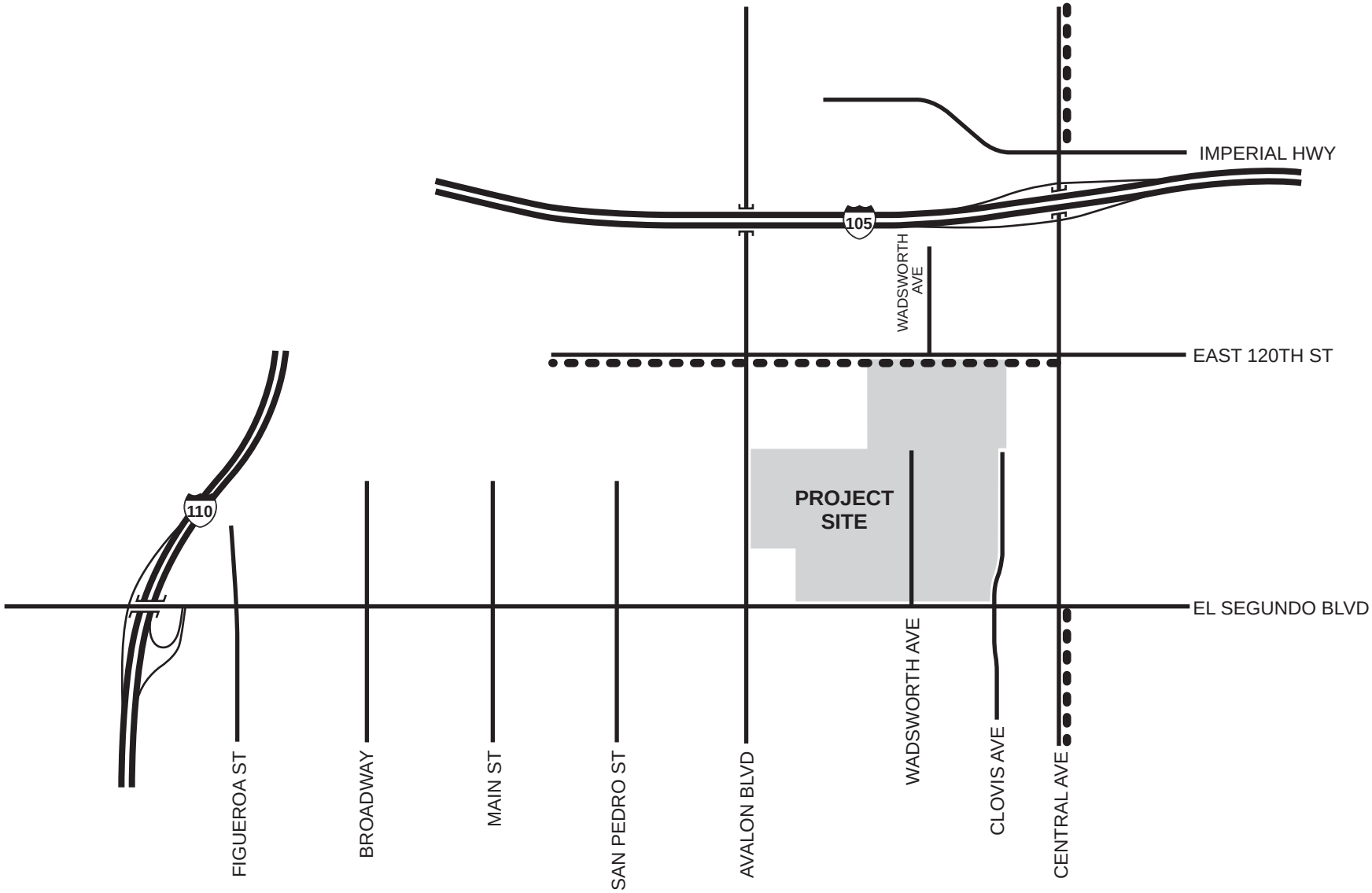
- **Class II Bikeways (Bicycle Lanes)** provide on-street right-of-way in the form of a striped lane for the exclusive use of bicyclists, except where right-turning vehicles are allowed to encroach. Bicycle lanes are typically 5 feet wide and located to the right of vehicular travel lanes.

- **Class III Bikeways (Bicycle Routes)** are signed routes for use by bicyclists without the benefit of allocated right-of-way. Bicyclists share lanes with motor vehicles. Bike routes are typically designated along streets with wider curb lanes or are otherwise better suited for bicycle travel.

- **Class III Bikeways (Bicycle Friendly Streets)** are primarily on collector and local roadways. These corridors generally parallel major commercial corridors, and have the potential to provide access to local destinations and provide connections to other bicycle facilities.

Exhibit 8 shows the locations of designated bikeways within the project study area. The existing Class-II bike lanes located along the northern project site boundary on 120th Street provide the only bicycle access route to the project area. This Class-II bike facility runs on both sides of 120th Street between Central Avenue and Main Street. Additional Class-II bike lanes are located on Central Avenue south of El Segundo Boulevard and north of Imperial Highway. There is no bicycle parking provided within the project area.

Bikeway connections to and across El Segundo Boulevard and Avalon Boulevard are limited today. However, Los Angeles County Bicycle Master Plan proposes to install east-west Class-II bike lanes at the southern project boundary along El Segundo Boulevard between Central Avenue and Broadway. Other proposed improvements include new north-south Class-II bicycle lanes on both Avalon Boulevard and Central Avenue between 120th Street to El Segundo Boulevard.



LEGEND

Class II Bike Route

Not to Scale

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JN 140796 AUGUST 2015

EXISTING BICYCLE FACILITIES

EXHIBIT 8

Existing Pedestrian Facilities

The existing park area includes a network of on-site pedestrian trails that are used for recreational walking, jogging, bicycling, and fitness course facilities as well as linkages to the pedestrian network on connecting streets. Direct connections from the existing park to the surrounding sidewalk network are located on 120th Street, Avalon Boulevard, El Segundo Boulevard, and Wadsworth Avenue.

Sidewalks are provided on all street segments adjacent to the project site. 120th Street generally provides an inviting streetscape with sidewalks approximately twelve feet wide and on-street parking which provides an additional buffer from the vehicular travel way. Sidewalks on Avalon Boulevard and El Segundo Boulevard vary in width between four and twelve feet and can be interrupted by numerous driveways providing access to residential and commercial land uses. In addition, high traffic speeds and volumes, automobile-oriented land uses and prevalence of off-street parking lots make the pedestrian environment disengaging and lined with potential conflicts along project site's frontages on Avalon Boulevard and El Segundo Boulevard.

Marked crosswalks are primarily located at signalized intersections, while unsignalized marked crossings at intersections are located at only two locations including Stanford Avenue and 120th Street and Avalon Boulevard and 122nd Street. Crossing distances range from 50 feet at Stanford Avenue to 80 feet at the existing park's west entrance near Avalon Boulevard and 126th Street.

PROJECT DESCRIPTION

The Earvin Magic Johnson Park Master Plan Project proposes to redevelop and expand the existing 104-acre park into a 126-acre park that includes the former 16-acre Ujima Village Housing Project and former 6-acre Honey's Little Angels Learning Center. The Master Plan proposes to transform the existing passive park into a developed active park with many new recreational facilities and amenities, which are listed below:

- 20,000 square-foot Community Event Center
- 21,000 square-foot Gymnasium
- 10-acre Equestrian Center
- 10-acre County Parks and Recreation Department South Agency Headquarters
- 25,000 square-foot Aquatics Center
- 3,000-seat Multi-Purpose Stadium
- 3 Outdoor Athletic Fields (6 acres total)
- 1,500-seat Amphitheater
- 15,000 square-foot Skate Park
- 2 Outdoor Basketball Courts (4,600 square-feet total)
- 4 Playground Areas (10,000 square-feet total)
- 1-acre Dog Park Area
- 10,000 square-foot Interactive Fountain Area
- 8.75-acre Lake and Reflecting Pool
- Kayak and Paddleboat Rentals
- 10,000 square-foot Model Boat Area
- 1,500 square-foot Fishing Dock
- 1,250 square-foot Wedding Pavilion
- 10,000 square-foot Sculpture Garden
- 10,000 square-foot Civic Plaza
- 5 Exercise Equipment Station Areas
- 4+ miles of Walking Trails

The proposed Master Plan project is a long-range plan that may take 10-20 years to complete; however, this analysis conservatively assumes full build-out of the project under each study scenario. At the time of writing this report, there was no phasing plan identified for the project.

The approximately 1,700-foot segment of Wadsworth Avenue that currently provides primary access to the existing park will be eliminated in the development of the Master Plan Project. The main entry to the park will be relocated to the west and will be aligned with the existing signalized intersection of McKinley Avenue at El Segundo Boulevard. The existing traffic signal at McKinley Avenue at El Segundo Boulevard will need to be modified to accommodate a four-legged intersection with the relocated main entry driveway to the park.

There is currently one secondary park entry on 120th Street and another secondary park entry is currently provided on Avalon Boulevard. Both of these existing driveways will be removed as part of the project, and new secondary entry driveways will be provided near the existing locations. A secondary entry will be provided on 120th Street and will be aligned with the existing unsignalized

intersection of Wadsworth Avenue at 120th Street. Two entry driveways will be provided on Avalon Boulevard for the parking area adjacent to the proposed Equestrian Center.

All of the 244 existing parking spaces will be removed to develop the Master Plan Project, and new parking areas will be provided around the park, with a total of approximately 1,800 parking spaces proposed.

PROJECT TRIP GENERATION, TRIP DISTRIBUTION AND TRIP ASSIGNMENT

To determine the trips forecast to be generated by the proposed project, trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) were used where applicable. Due to the unique facilities proposed for the Master Plan Project, individual trip rates were applied to several of these facilities to derive a more conservative trip generation rather than using a generalized park trip rate for the entire Master Plan Project. For the park amenities in which an individual trip rate was not applied, a general park trip rate was used based on the combined acreage of these amenities.

The ITE *Trip Generation Manual* does not provide trip rates for any uses similar to the proposed Multi-Purpose Stadium, Amphitheater, and Equestrian Center. Therefore, other sources were used to derive trip generation for these uses. The SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002) was used to calculate the trip generation for the proposed Multi-Purpose Stadium and Amphitheater uses. The trip generation for the proposed Equestrian Center was calculated using trip rates derived from a trip generation study performed for the Sycamore Trails Stables Equestrian Center near San Juan Capistrano, California (prepared by LLG Engineers in December 2008).

Excerpts from the ITE *Trip Generation Manual* (9th Edition, 2012) and SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002), and a copy of the *Sycamore Trails Stables Equestrian Center Trip Generation Study (*LLG Engineers, 2008) are provided in Appendix C.

Existing Park Trip Generation

Existing driveway counts were collected at the three park access points to determine the number of trips that are currently generated by the existing park, which were extracted from the total trip generation for the proposed Earvin Magic Johnson Master Plan Project. All vehicles entering and exiting the park at the three access points on Wadsworth Avenue, Avalon Boulevard and 120th Street were counted on a typical weekday during the a.m. and p.m. peak hours. The existing driveway counts are provided in Appendix C.

The trip generation of the existing park area based on the driveway counts is summarized in Table 6. As shown in Table 6, the existing park area currently generates approximately 214 a.m. peak hour trips and approximately 289 p.m. peak hour trips based on the counts collected at the three existing access driveways.

The total trips per day generated by the existing park were estimated by multiplying the p.m. peak hour trips by 10. Based on the total p.m. peak hour driveway counts, it is estimated that the existing park generates approximately 2,890 trips per day.

Table 6
Existing Park Trip Generation

Trip Generation Rates Derived From Existing Driveway Counts

Land Use	Unit	Daily (per unit)	AM Peak Hour			PM Peak Hour		
			Total (per unit)	Inbound (% AM)	Outbound (% AM)	Total (per unit)	Inbound (% PM)	Outbound (% PM)
Existing Park	acres	27.79	2.06	59%	41%	2.78	60%	40%

Existing Park Trip Generation

Land Use	Size	Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	Inbound	Outbound	Total	Inbound	Outbound
Existing Park	104	acres	2,890	214	126	88	289	173	116

The driveway counts were also used to develop generalized park trip rates during the peak hours and per day, which were compared with the published ITE trip rates for a City or County park use. Table 6 shows that based on the existing driveway counts, the following trip rates were calculated for the existing park:

Trip Rates from Existing Driveway Counts
AM Peak Hour Trip Rate: **2.06 trips per acre** (59% entering, 41% exiting based on counts)
PM Peak Hour Trip Rate: **2.78 trips per acre** (60% entering, 40% exiting based on counts)
Daily Trip Rate: **27.79 trips per acre** (estimated based on p.m. counts x 10)

The published ITE *Trip Generation Manual* (9th Edition, 2012) trip rates for City Park (Land Use 411) and County Park (Land Use 412) were reviewed and compared to the trip rates derived from the existing park driveway counts. The ITE trip rates for City Park and County Park are shown below:

City Park (Land Use 411)
AM Peak Hour Trip Rate: **Not Provided**
PM Peak Hour Trip Rate: **Not Provided**
Daily Trip Rate: **1.89 trips per acre**

County Park (Land Use 412)
AM Peak Hour Trip Rate: **0.02 trips per acre** (61% entering, 39% exiting)
PM Peak Hour Trip Rate: **0.09 trips per acre** (61% entering, 39% exiting)
Daily Trip Rate: **2.28 trips per acre**

As shown, there is insufficient peak hour data for the published ITE City Park trip rates, and the daily trip rate shown for a City Park use is significantly lower than the daily trip rate derived from the driveway counts. The published ITE County Park trip rates are also significantly lower than the trip rates based on the existing driveway counts.

Based on the insufficient data and significantly lower trip rates published in the ITE *Trip Generation Manual* for similar park uses, the trip rates that were developed from the existing driveway counts were applied to the acreage of the proposed park amenities in which individual trip rates were not applied. Using the trip rates derived from the existing driveway counts not only provides a more conservative analysis, but also provides a more accurate estimation of future trips based on the existing park usage.

Proposed Project Trip Generation

Table 7 shows the proposed project trip generation rates, and Table 8 summarizes the trip generation of the proposed Earvin Magic Johnson Master Plan Project. As shown, trip generation was calculated individually for several of the proposed park facilities and amenities, and a general park trip rate based on the existing driveway counts was applied to the park acreage that doesn't include the facilities/amenities calculated individually.

It is assumed that approximately 10% of the total trips generated by the proposed facilities and amenities would travel from one site to the other within the park and stay internal to the project site. Therefore, an internal trip capture reduction of 10% was applied to the total trip generation to account for these internal trips.

The existing park trip generation was then subtracted from the total park trip generation since these are trips that are already occurring at the existing park. The resulting calculation is the net increase in trips associated with the proposed project.

As shown in Table 8, the proposed Earvin Magic Johnson Master Plan Project is forecast to generate a net increase of approximately 3,489 trips per day, with a net increase of approximately 208 trips during the a.m. peak hour, and a net increase of approximately 699 trips during the p.m. peak hour.

It must be emphasized that the trip generation shown in Table 8 is based on a worst-case scenario in which events and activities at all of the proposed facilities would be occurring at the same time during the a.m. and p.m. peak hours.

Table 7
Proposed Project Trip Generation Rates

Land Use	Unit	Daily (per unit)	AM Peak Hour			PM Peak Hour		
			Total (per unit)	Inbound (% AM)	Outbound (% AM)	Total (per unit)	Inbound (% PM)	Outbound (% PM)
Outdoor Stadium (SANDAG trip rate) [1]	seats	0.20	0.33%	70%	30%	8%	60%	40%
Athletic Fields (ITE Soccer Complex trip rate) [2]	fields	71.33	1.12	57%	43%	17.70	67%	33%
Indoor Gym (ITE Athletic Club trip rate) [3]	TSF	43.00	2.97	61%	39%	5.96	62%	38%
Equestrian Center (*Sycamore Trails Stables* trip rate) [4]	stables	2.21	0.13	69%	31%	0.28	46%	54%
Amphitheater (SANDAG Outdoor Stadium trip rate) [5]	seats	0.20	0.33%	70%	30%	8%	60%	40%
Community Center	TSF	33.82	2.05	66%	34%	2.74	49%	51%
Aquatics Center (ITE Athletic Club trip rate) [6]	TSF	43.00	2.97	61%	39%	5.96	62%	38%
South Agency Headquarters (Single Tenant Office Building trip rate) [7]	staff	3.70	0.53	89%	11%	0.51	15%	85%
Other Park Amenities (based on existing driveway counts) [8]	acres	27.79	2.06	59%	41%	2.78	60%	40%

Sources: ITE *Trip Generation Manual*, 9th Edition, 2012. SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002). *Sycamore Trails Stables Equestrian Center Trip Generation Study (*LLG Engineers, 2008)

[1] ITE does not have trip generation rates for a stadium use; therefore, the San Diego Association of Governments (SANDAG) trip rate for an Outdoor Stadium use was applied to develop the trip generation.

[2] The closest land use trip rate included in the ITE Trip Generation Manual is for a Soccer Complex (LU Code 488). Therefore, the Soccer Complex trip rate was applied to the proposed Athletic Fields to develop the trip generation.

[3] The closest land use trip rate included in the ITE Trip Generation Manual is for an Athletic Club (LU Code 493). Therefore, the Athletic Club trip rate was applied to the proposed Indoor Gym to develop the trip generation.

[4] Neither ITE nor SANDAG have trip generation rates for an Equestrian Center. A trip generation study was prepared for the Sycamore Trails Stables Equestrian Center near San Juan Capistrano, California, in which trip rates were developed based on existing driveway counts. Therefore, the trip rate developed for the Sycamore Trail Stables was applied to the proposed Equestrian Center.

[5] ITE does not have trip generation rates for an amphitheater use; and the closest known published trip rate is the SANDAG trip rate for an Outdoor Stadium use. Therefore, the SANDAG trip rate for an Outdoor Stadium was applied to develop the trip generation for the proposed amphitheater.

[6] The closest land use trip rate included in the ITE Trip Generation Manual is for an Athletic Club (LU Code 493). Therefore, the Athletic Club trip rate was applied to the proposed Aquatics Center to develop the trip generation.

[7] The ITE trip rate for a Single Tenant Office Building (LU Code 715) was applied to develop the trip generation for the proposed relocated South Community Agency Headquarters for Los Angeles County Parks and Recreation Department. Number of staff was used as the unit of measure to calculate the trip generation because the majority of building square-footage will be used for equipment storage use.

[8] The trip generation rate of the existing park, which was calculated based on driveway counts at the park access points, was applied to the other 94.5 acres of the redeveloped park aside from the specific uses identified in this table. The ITE City Park or County Park trip rates were not used because of insufficient data and because the published ITE trip rates are significantly lower than the existing park trip rate. The "other park amenities" include the proposed skate park, picnic areas, splash pads and children's play areas, wedding pavilion, walking trails, and the acreage of the proposed lake that will be used for fishing, kayaking and paddle boating.

Table 8
Proposed Project Trip Generation

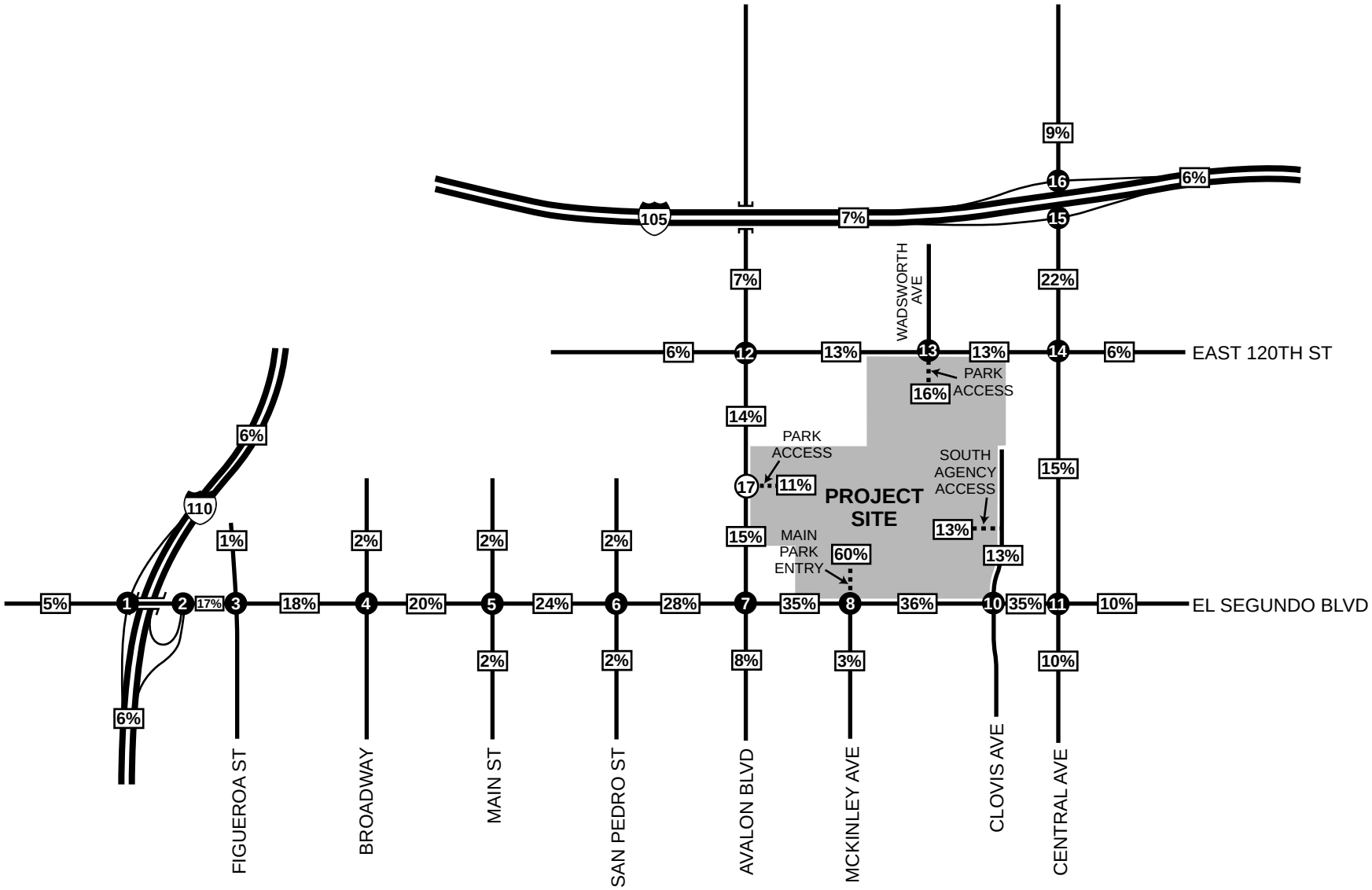
Land Use	Size	Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	Inbound	Outbound	Total	Inbound	Outbound
Redeveloped Park Trip Generation (126 Acres Total)									
Outdoor Stadium	3,000	seats	600	10	7	3	240	144	96
Athletic Fields	3	fields	214	3	2	1	53	36	18
Indoor Gym	21	TSF	903	62	38	24	125	78	48
Equestrian Center	105	stables	232	14	9	4	29	14	16
Amphitheater	1,500	seats	300	5	4	2	120	72	48
Community Center	20	TSF	676	41	27	14	55	27	28
Aquatics Center	25.4	TSF	1,092	75	46	29	151	94	58
South Agency Headquarters	120	staff	444	64	57	7	61	9	52
Other Park Amenities [8]	94.5	acres	2,626	194	114	80	263	157	105
		Subtotal	*7,088*	*469*	*304*	*165*	*1,098*	*630*	*468*
10% Internal Trip Capture (do not leave park site)			-709	-47	-30	-16	-110	-63	-47
Subtotal with Internal Trip Capture Reduction			*6,379*	*422*	*274*	*148*	*988*	*567*	*421*
Existing Park Trip Generation (Subtracted from Total Trips)									
Existing Park Use	104	acres	-2,890	-214	-126	-88	-289	-173	-116
Net Increase in Trips			**3,489**	**208**	**148**	**60**	**699**	**394**	**305**

Project Trip Distribution and Trip Assignment

As required by Los Angeles County, the Regional Daily Trip Distribution Factors (Exhibit D-3) from the 2010 CMP TIA Guidelines were utilized to develop the trip distribution for the proposed project. The project site is located with Regional Statistical Area (RSA) 21, and the suggested trip distribution percentages for RSA 21 were generally used to distribute the project trips outside of the study area. Within the immediate study area, the trip distribution was refined based on the existing roadway network and surrounding land uses, existing traffic patterns and access to Interstate 110 and Interstate 105.

Exhibit 9 illustrates the trip distribution for the proposed Earvin Magic Johnson Master Plan Project. Utilizing the project trip distribution shown in Exhibit 9, the forecast project-generated trips were assigned to the roadway network.

Exhibit 10 shows the daily project trip assignment, and the a.m./p.m. peak hour project trip assignment at the study intersections is shown in **Exhibit 11**.



Not to Scale

LEGEND

XX% Trip Distribution Percentage

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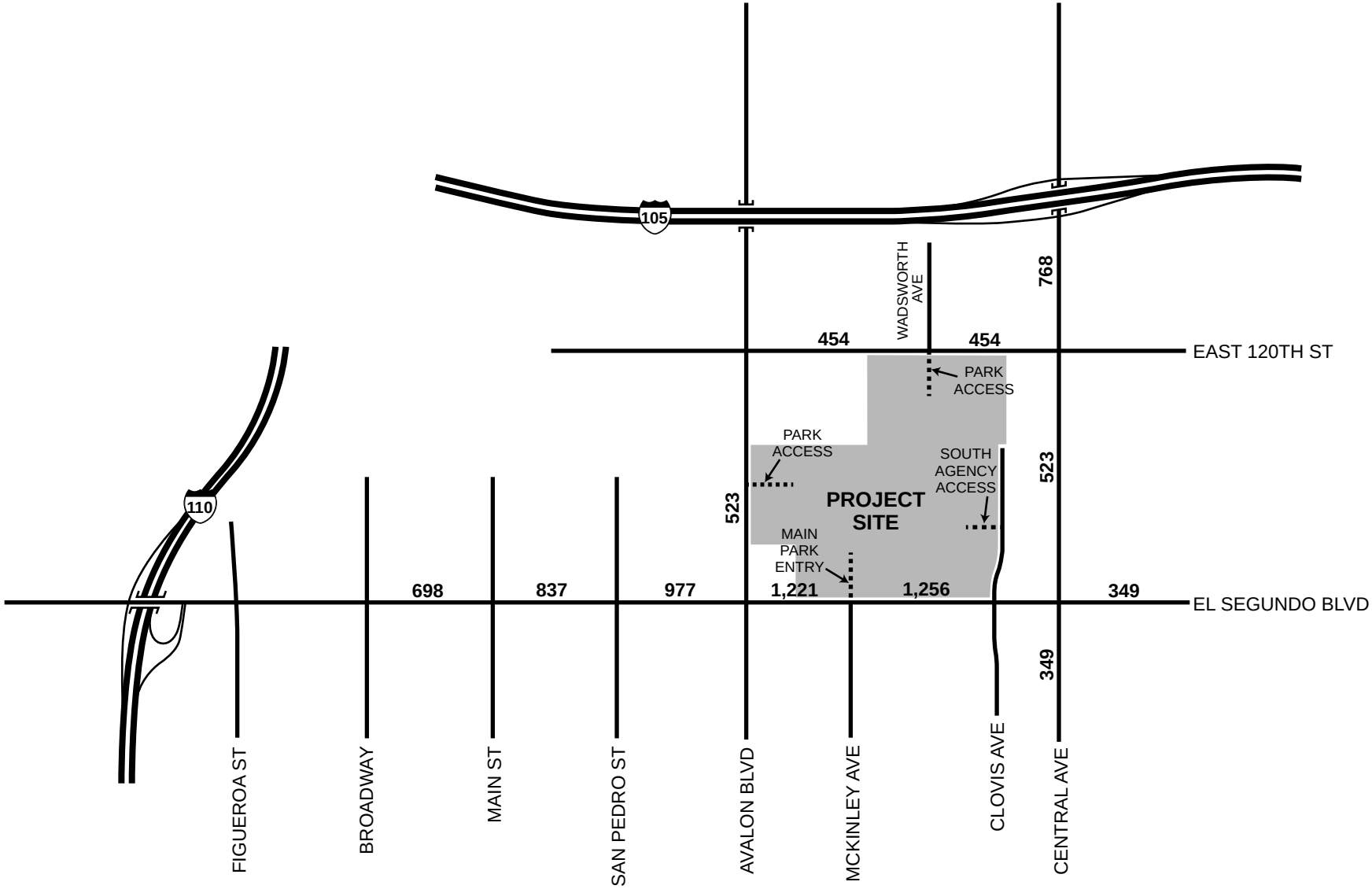
PROJECT TRIP DISTRIBUTION

JN 140796 AUGUST 2015

EXHIBIT 9



LEGEND

X,XXX Daily Project Trips

Not to Scale

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DAILY PROJECT TRIP ASSIGNMENT

JN 140796 AUGUST 2015

EXHIBIT 10

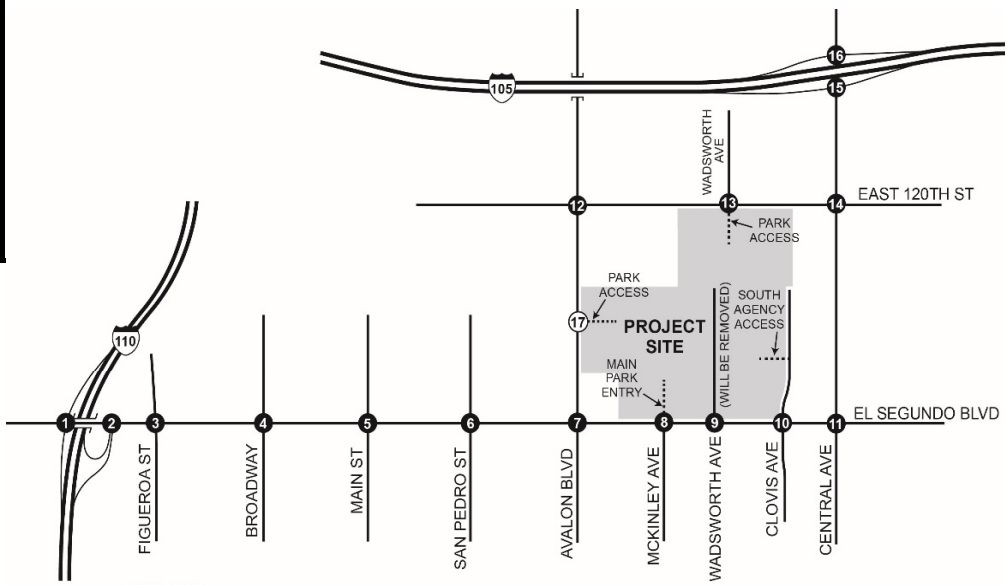
I-110 SB Ramps / El Segundo Blvd.			I-110 NB Ramps / El Segundo Blvd.			Figueroa St. / El Segundo Blvd.			Broadway / El Segundo Blvd.		
0/0 ↙	0/0 ↓	9/24 ↘				0/0 ↙	0/0 ↓	1/4 ↘	0/0 ↙	0/0 ↓	3/8 ↘
I-110 SB Ramps		← 3/15			← 7/34	Figueroa St.		↖ 1/3	Broadway		↖ 1/6
		↙ 4/18			↙ 4/18			← 10/52			← 11/55
								↙ 0/0			↙ 0/0
El Segundo Blvd.	1	El Segundo Blvd.	El Segundo Blvd.	2	El Segundo Blvd.	El Segundo Blvd.	3	El Segundo Blvd.	El Segundo Blvd.	4	El Segundo Blvd.
7/20 →			16/43 →		↖ 0/0 ↗ 9/24	0/0 ↗		↖ 0/0 ↑ 0/0 ↗ 0/0	0/0 ↗		↖ 0/0 ↑ 0/0 ↗ 0/0
0/0 ↘	I-110 SB Ramps		0/0 ↘	I-110 NB Ramps		25/67 →	Figueroa St.		27/71 →	Broadway	
						0/0 ↘			0/0 ↘		

Main St. / El Segundo Blvd.			San Pedro St. / El Segundo Blvd.			Avalon Blvd. / El Segundo Blvd.			McKinley Ave. / El Segundo Blvd.		
0/0 ↙	0/0 ↓	3/8 ↘	0/0 ↙	0/0 ↓	3/8 ↘	3/15 ↙	1/5 ↓	14/28 ↘	19/89 ↙	2/8 ↓	18/88 ↘
Main St.		↖ 1/6	San Pedro St.		↖ 1/6	Avalon Blvd.		↖ 5/24	Project Access		↖ 32/134
		← 12/61			← 14/73			← 14/71			← 3/25
		↙ 1/6			↙ 1/6			↙ 4/19			↙ 0/0
El Segundo Blvd.	5	El Segundo Blvd.	El Segundo Blvd.	6	El Segundo Blvd.	El Segundo Blvd.	7	El Segundo Blvd.	El Segundo Blvd.	8	El Segundo Blvd.
0/0 ↗			0/0 ↗			5/23 ↗			32/135 ↗		
30/79 →		↖ 0/0 ↑ 0/0 ↗ 3/8	36/95 →		↖ 0/0 ↑ 0/0 ↗ 3/8	36/88 →		↖ 0/0 ↑ 2/8 ↗ 10/24	28/4 →		↖ 0/0 ↑ 3/12 ↗ 0/0
0/0 ↘	Main St.		0/0 ↘	San Pedro St.		0/0 ↘	Avalon Blvd.		0/0 ↘	McKinley Ave.	

Wadsworth Ave. / El Segundo Blvd.	Clovis Ave. / El Segundo Blvd.			Central Ave. / El Segundo Blvd.			Avalon Blvd. / 120th Street		
INTERSECTION REMOVED WITH PROJECT	3/25 ↙	0/0 ↓	4/27 ↘	31/60 ↙	0/0 ↓	0/0 ↘	0/0 ↙	8/16 ↓	3/12 ↘
	Clovis Ave.		↖ 29/5	Central Ave.		↖ 0/0	Avalon Blvd.		↖ 2/8
			← 32/134			← 15/39			← 2/8
			↙ 0/0			↙ 0/0			↙ 6/24
	El Segundo Blvd.	10	El Segundo Blvd.	El Segundo Blvd.	11	El Segundo Blvd.	120th Street	12	120th Street
	28/4 ↗			10/53 ↗			0/0 ↗		
	18/88 →		↖ 0/0 ↑ 0/0 ↗ 0/0	6/31 →		↖ 15/39 ↑ 0/0 ↗ 0/0	3/12 →		↖ 2/11 ↑ 3/14 ↗ 4/20
	0/0 ↘	Clovis Ave.		6/31 ↘	Central Ave.		6/12 ↘	Avalon Blvd.	

Wadsworth Ave. / 120th St.			Central Ave. / 120th Street			Central Ave. / I-105 EB Ramps			Central Ave. / I-105 WB Ramps		
0/0 ↙	0/0 ↓	0/0 ↘	9/39 ↙	24/48 ↓	0/0 ↘	23/59 ↓	0/0 ↘		0/0 ↙	13/35 ↓	
Wadsworth Ave.		↖ 0/0	Central Ave.		↖ 0/0	Central Ave.			Central Ave.		↖ 0/0
		← 5/19			← 3/12						← 0/0
		↙ 7/31			↙ 6/12						↙ 10/24
120th Street	13	120th Street	120th Street	14	120th Street	I-105 EB Ramps	15	I-105 EB Ramps	I-105 WB Ramps	16	I-105 WB Ramps
0/0 ↗			5/26 ↗			0/0 ↗					
3/13 →		↖ 4/20 ↑ 0/0 ↗ 4/20	2/8 →		↖ 0/0 ↑ 8/43 ↗ 2/11	0/0 →		↖ 10/49 ↑ 4/19			↖ 4/21 ↑ 5/27
7/31 ↘	Project Access		0/0 ↘	Central Ave.		10/28 ↘	Central Ave.			Central Ave.	

Avalon Blvd. / Project Access		
15/33 ↓	5/19 ↘	↖ 3/13
	Avalon Blvd.	↙ 3/15
	17	Project Access
	Avalon Blvd.	↑ 6/32 ↗ 5/23



LEGEND

xx/xx AM/PM Peak Hour Volumes

(XX) Existing Study Intersection

(XX) Proposed Project Access Intersection *

Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

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AM/PM PEAK HOUR PROJECT TRIP ASSIGNMENT

EXHIBIT 11

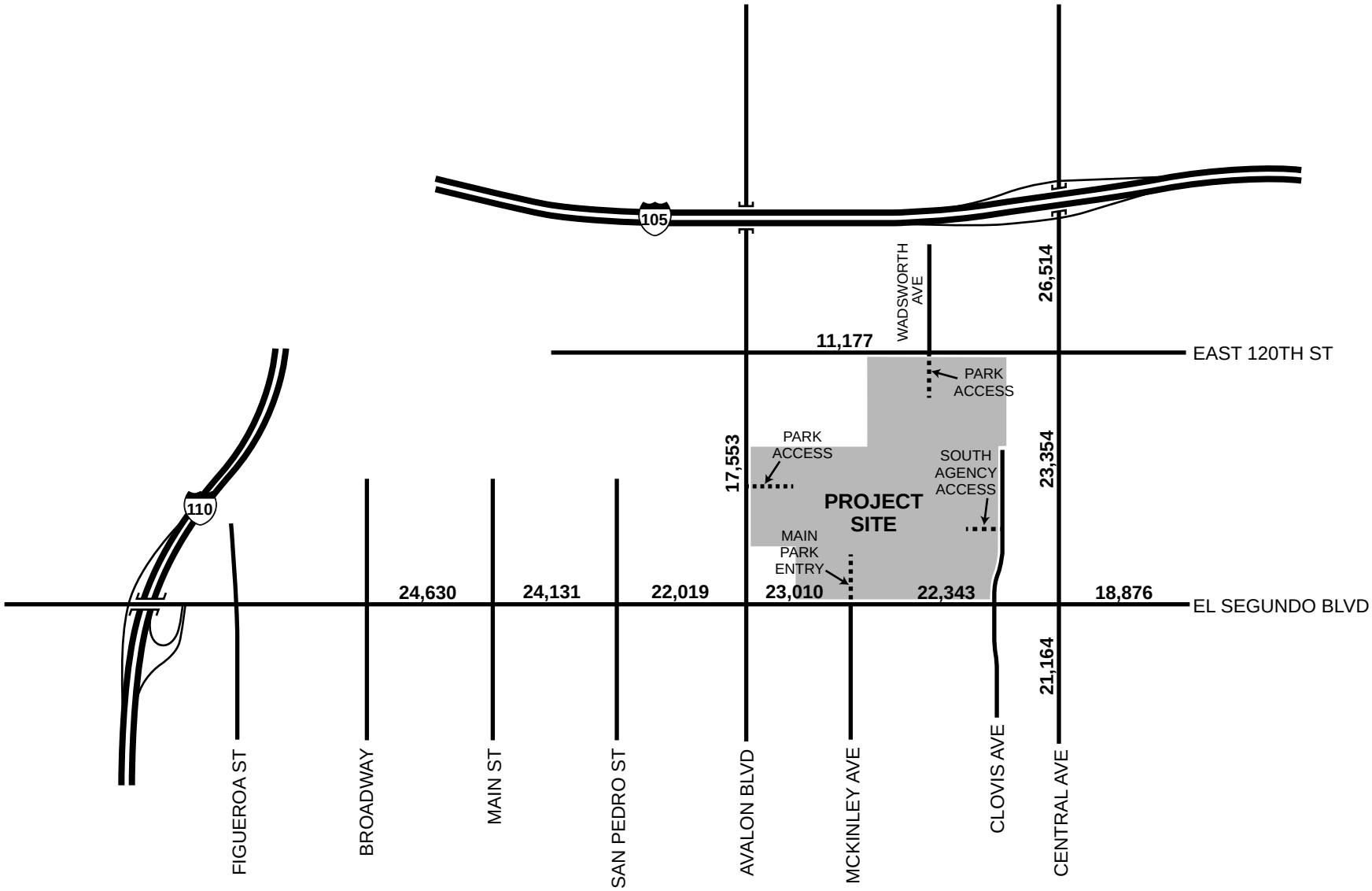
EXISTING PLUS PROJECT CONDITIONS

To determine the Existing Plus Project operating conditions at the study intersections, the project-generated trips were added to the existing conditions volumes. **Exhibit 12** shows Existing Plus Project roadway segment daily volumes and **Exhibit 13** shows Existing Plus Project a.m. and p.m. peak hour intersection volumes.

Table 9 summarizes the Existing Plus Project a.m. and p.m. peak hour LOS of the study intersections. Detailed Circular 212 CMA calculation sheets for Existing Plus Project conditions and all analysis scenarios are contained in Appendix B.

As shown in Table 9, the addition of project-related traffic to existing p.m. peak hour traffic volumes at the intersection of I-110 Northbound Ramps / El Segundo Boulevard would result in an increase in volume-to-capacity (V/C) ratio of 0.036 and result in a change in level of service from LOS C to LOS D. Based on the City of Los Angeles significant impact threshold for LOS D operations (0.020 or more), the addition of project-related traffic to I-110 Northbound Ramps / El Segundo Boulevard would result in a significant impact and mitigation measures are required.

Table 9 shows that all other study intersections will operate at LOS C or better during the peak hours under Existing Plus Project conditions, and no other project-related significant impacts were identified according to both the Los Angeles County and City of Los Angeles significance criteria.



LEGEND

XX,XXX Average Daily Traffic

Not to Scale

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EXISTING PLUS PROJECT ROADWAY SEGMENT DAILY VOLUMES

JN 140796 AUGUST 2015

EXHIBIT 12

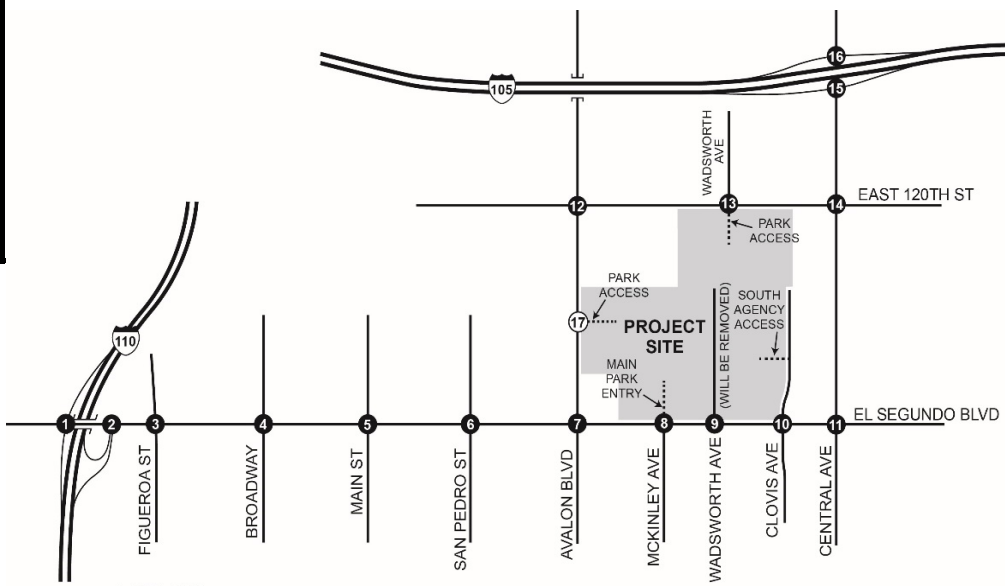
I-110 SB Ramps / El Segundo Blvd.			I-110 NB Ramps / El Segundo Blvd.			Figueroa St. / El Segundo Blvd.			Broadway / El Segundo Blvd.		
742/368 ↙	1/0 ↓	486/440 ↘				142/90 ↙	363/291 ↓	90/81 ↘	92/72 ↙	221/151 ↓	39/86 ↘
I-110 SB Ramps		← 1367/721			← 1052/690	Figueroa St.		↖ 128/99	Broadway		↖ 60/88
		↙ 315/201			↙ 131/287			← 1330/778			← 1038/732
								↙ 93/36			↙ 94/23
El Segundo Blvd.	1	El Segundo Blvd.	El Segundo Blvd.	2	El Segundo Blvd.	El Segundo Blvd.	3	El Segundo Blvd.	El Segundo Blvd.	4	El Segundo Blvd.
538/1221 →			772/1254 →		↖ 634/258	135/122 ↗		↖ 116/160	50/103 ↗		↖ 69/103
446/599 ↘	I-110 SB Ramps		258/436 ↘	I-110 NB Ramps	↗ 196/249	938/1204 →	Figueroa St.	↑ 361/502	555/1253 →	Broadway	↑ 207/297
						335/136 ↘		↗ 54/137	96/40 ↘		↗ 17/111

Main St. / El Segundo Blvd.			San Pedro St. / El Segundo Blvd.			Avalon Blvd. / El Segundo Blvd.			McKinley Ave. / El Segundo Blvd.		
98/52 ↙	234/175 ↓	81/106 ↘	130/80 ↙	124/142 ↓	49/72 ↘	110/95 ↙	428/445 ↓	106/177 ↘	19/89 ↙	2/8 ↓	18/88 ↘
Main St.		↖ 66/56	San Pedro St.		↖ 35/80	Avalon Blvd.		↖ 129/133	Project Access		↖ 32/134
		← 1035/658			← 870/648			← 842/557			← 964/703
		↙ 80/58			↙ 30/33			↙ 105/121			↙ 11/19
El Segundo Blvd.	5	El Segundo Blvd.	El Segundo Blvd.	6	El Segundo Blvd.	El Segundo Blvd.	7	El Segundo Blvd.	El Segundo Blvd.	8	El Segundo Blvd.
58/109 ↗			56/105 ↗			112/142 ↗			32/135 ↗		
425/1306 →	Main St.	↖ 71/104	360/1361 →	San Pedro St.	↖ 86/77	321/1221 →	Avalon Blvd.	↖ 63/115	434/1468 →	McKinley Ave.	↖ 24/13
77/60 ↘		↑ 228/377	50/72 ↘		↑ 121/208	71/113 ↘		↑ 396/622	20/48 ↘		↑ 3/12
		↗ 29/98			↗ 27/52			↗ 89/172			↗ 14/13

Wadsworth Ave. / El Segundo Blvd.	Clovis Ave. / El Segundo Blvd.			Central Ave. / El Segundo Blvd.			Avalon Blvd. / 120th Street		
INTERSECTION REMOVED WITH PROJECT	3/30 ↙	0/1 ↓	7/29 ↘	219/185 ↙	476/618 ↓	46/162 ↘	44/29 ↙	552/479 ↓	62/100 ↘
	Clovis Ave.		↖ 33/7	Central Ave.		↖ 67/74	Avalon Blvd.		↖ 83/78
			← 1107/848			← 896/499			← 343/365
			↙ 7/6			↙ 107/116			↙ 129/123
	El Segundo Blvd.	10	El Segundo Blvd.	El Segundo Blvd.	11	El Segundo Blvd.	120th Street	12	120th Street
	29/9 ↗			128/282 ↗			60/85 ↗		
	439/1493 →	Clovis Ave.	↖ 14/6	280/1025 →	Central Ave.	↖ 143/131	240/373 →	Avalon Blvd.	↖ 47/72
	7/12 ↘		↑ 0/0	53/186 ↘		↑ 519/592	53/72 ↘		↑ 435/651
			↗ 7/9			↗ 89/180			↗ 109/134

Wadsworth Ave. / 120th St.			Central Ave. / 120th Street			Central Ave. / I-105 EB Ramps			Central Ave. / I-105 WB Ramps		
18/19 ↙	1/1 ↓	15/23 ↘	89/151 ↙	600/816 ↓	158/162 ↘	576/795 ↓	501/440 ↘		597/417 ↙	904/945 ↓	
Wadsworth Ave.		↖ 5/15	Central Ave.		↖ 137/138	Central Ave.			Central Ave.		↖ 358/569
		← 321/429			← 404/214						← 0/0
		↙ 7/31			↙ 94/66						↙ 175/300
120th Street	13	120th Street	120th Street	14	120th Street	I-105 EB Ramps	15	I-105 EB Ramps	I-105 WB Ramps	16	I-105 WB Ramps
6/29 ↗			113/149 ↗			546/507 ↗					
261/556 →	Project Access	↖ 4/20	303/366 →	Central Ave.	↖ 63/63	1/222 →	Central Ave.			Central Ave.	↖ 292/325
7/31 ↘		↑ 1/1	27/80 ↘		↑ 619/798	361/423 ↘		↑ 657/805			↑ 908/966
		↗ 4/20			↗ 80/102			↗ 325/356			

Avalon Blvd. / Project Access			
641/702 ↓	5/19 ↘	Avalon Blvd.	↖ 3/13
			↙ 3/15
		17	Project Access
		Avalon Blvd.	↑ 631/874
			↗ 5/23



LEGEND

xx/xx AM/PM Peak Hour Volumes

(XX) Existing Study Intersection

(XX) Proposed Project Access Intersection *

Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

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EXISTING PLUS PROJECT
AM/PM PEAK HOUR INTERSECTION VOLUMES

EXHIBIT 13

Table 9
Existing Plus Project Conditions Intersection Levels of Service (LOS)

Study Intersection		Jurisdiction	Existing Conditions				Existing Plus Project Conditions				Increase in V/C	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM
1.	I-110 Southbound Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.816	D	0.733	C	0.821	D	0.756	C	0.005	0.023
2.	I-110 Northbound Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.643	B	0.784	C	0.654	B	0.820	D	0.011	**0.036**
3.	Figueroa St. / El Segundo Blvd.	City of Los Angeles	0.565	A	0.579	A	0.568	A	0.605	B	0.003	0.027
4.	Broadway / El Segundo Blvd.	Los Angeles County	0.399	A	0.445	A	0.401	A	0.465	A	0.003	0.020
5.	Main St. / El Segundo Blvd.	Los Angeles County	0.411	A	0.508	A	0.414	A	0.536	A	0.003	0.028
6.	San Pedro St. / El Segundo Blvd.	Los Angeles County	0.352	A	0.414	A	0.355	A	0.446	A	0.003	0.031
7.	Avalon Blvd. / El Segundo Blvd.	Los Angeles County	0.471	A	0.654	B	0.491	A	0.713	C	0.019	0.058
8.	McKinley Ave. / El Segundo Blvd. (Project Access)	Los Angeles County	0.224	A	0.343	A	0.264	A	0.406	A	0.040	0.063
9.	Wadsworth Ave. / El Segundo Blvd.(1)	Los Angeles County	0.261	A	0.313	A	*Intersection removed by project.*					
10.	Clovis Ave. / El Segundo Blvd.(1) (Project Access)	Los Angeles County	0.241	A	0.309	A	0.273	A	0.359	A	0.033	0.049
11.	Central Ave. / El Segundo Blvd.	Los Angeles County / City of Compton	0.658	B	0.726	C	0.688	B	0.736	C	0.031	0.010
12.	Avalon Blvd. / 120th Street	City of Los Angeles	0.393	A	0.516	A	0.399	A	0.559	A	0.005	0.043
13.	Wadsworth Ave. / 120th St.(1) (Project Access)	City of Los Angeles	0.222	A	0.366	A	0.228	A	0.406	A	0.006	0.040
14.	Central Ave. / 120th Street	City of Los Angeles	0.575	A	0.507	A	0.583	A	0.550	A	0.008	0.043
15.	Central Ave. / I-105 Eastbound Ramps	City of Los Angeles / Caltrans	0.629	B	0.669	B	0.634	B	0.689	B	0.006	0.020
16.	Central Ave. / I-105 Westbound Ramps	City of Los Angeles / Caltrans	0.655	B	0.636	B	0.658	B	0.661	B	0.002	0.025
17.	Avalon Blvd. / Project Access	Los Angeles County	*Does Not Exist*				0.206	A	0.310	A	N/A	

Note: Analysis performed at all study intersections using Circular 212 CMA methodology. Increase in v/c shown in **bold** indicates a project-related significant impact per the Los Angeles County or City of Los Angeles Guidelines.

V/C = volume-to-capacity ratio

N/A = Not Applicable

(1) Unsignalized intersection

EXISTING PLUS CUMULATIVE TRAFFIC CONDITIONS – WITHOUT AND WITH PROJECT

Cumulative Projects

To determine the Existing Plus Cumulative Traffic conditions in the project study area, forecast traffic associated with approved or pending projects anticipated to be constructed in the next 4-6 years were added to existing traffic volumes. As required per the Los Angeles County TIA Guidelines, all approved or pending projects located in a one-and-a-half-mile radius of the project site must be included in the analysis.

Los Angeles County staff provided a list of three (3) cumulative projects within the required 1-1/2 mile radius that would generate traffic within the study area. In addition, two (2) cumulative projects within the City of Los Angeles and three (3) cumulative projects located in the City of Compton within a 1-1/2 mile radius of the project site were identified and were also included in the analysis.

Cumulative project traffic data through the study area is based on information from traffic impact studies prepared for the cumulative projects where available. The list of cumulative projects and the trips generated by each project are presented in Table 10.

As presented in Table 10, the cumulative projects are forecast to generate approximately 29,420 daily trips per day, which includes approximately 1,822 a.m. peak hour trips and approximately 2,472 p.m. peak hour trips.

The locations of the cumulative projects are provided in **Exhibit 14**. **Exhibit 15** illustrates the daily trips generated by the cumulative projects. The a.m. and p.m. peak hour trips generated by the cumulative projects are shown in **Exhibit 16**.

Existing Plus Cumulative Traffic Conditions Roadway Improvements

The approved Martin Luther King Jr. Medical Center Campus Master Plan Tier II Development (cumulative project included in analysis) is required to implement the following improvements at the study intersections to mitigate significant impacts associated with that project:

<u>Avalon Boulevard / El Segundo Boulevard</u>

- Widen and restripe northbound approach to provide a dedicated right-turn lane.

<u>Central Avenue / El Segundo Boulevard</u>

- Widen and restripe northbound approach to provide a dedicated right-turn lane; and
- Widen and restripe southbound approach to provide a dedicated right-turn lane.

<u>Central Avenue / 120th Street</u>

- Restripe northbound approach to provide a dedicated right-turn lane; and
- Widen the east leg of the intersection to provide one left-turn lane, two through lanes, and one right-turn lane at the westbound approach of the intersection.

The Existing Plus Cumulative Traffic conditions intersection lane geometry that includes the study intersection improvements as described above are illustrated in **Exhibit 17**.

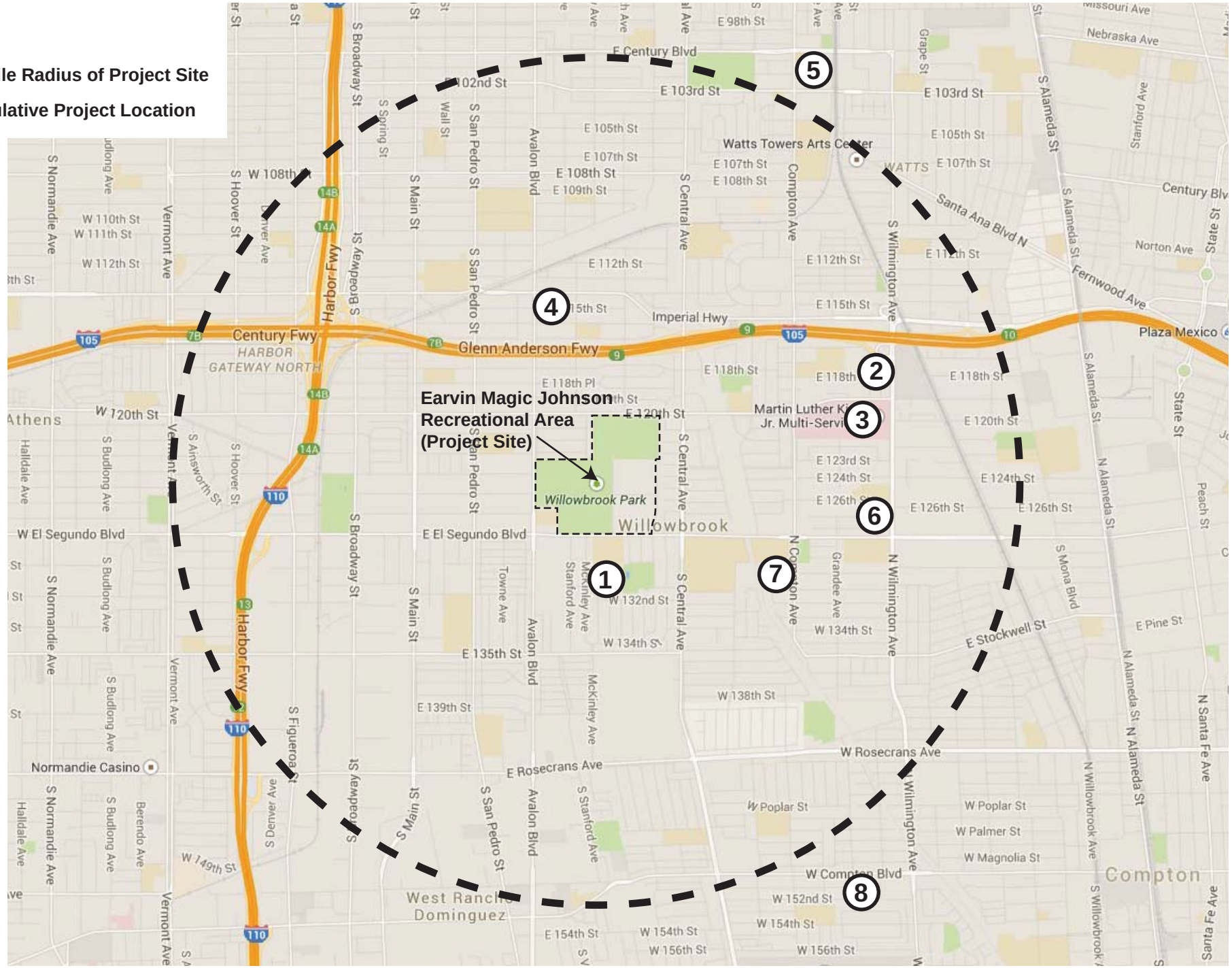
Table 10
Cumulative Projects Trip Generation

	Project	Land Use	Size	Unit	Status	Daily Trips	AM Peak Hour			PM Peak Hour		
							Total	Inbound	Outbound	Total	Inbound	Outbound
Unincorporated Los Angeles County (Community of Willowbrook) Cumulative Projects												
1.	Salinas Avenue Single-Family Residential	Single-Family Residential	95	DU	Approved, not yet built	***904***	***71***	***18***	***53***	***95***	***60***	***35***
2.	Wilmington Avenue / Bandera Street Senior Apartments and County Library	Affordable Senior Apartments	105	DU	Approved, not yet built	361	21	7	14	26	14	12
		Library	8.939	TSF		503	10	7	3	65	31	34
					Total Trips	***864***	***31***	***14***	***17***	***92***	***45***	***46***
3.	Martin Luther King Jr. Medical Center Campus Master Plan - Tier II Development	Hospital	1,134.70	TSF	Approved, not yet built	18,722	1,271	750	521	1,294	543	751
		Commercial/Retail	80	TSF		5,874	135	82	53	548	269	279
		Single-Family Residential	100	DU		1,040	80	20	60	105	66	39
		Medical Office	300	TSF		10,839	690	545	145	1,038	280	758
		General Office	100	TSF		1,823	259	228	31	247	42	205
					Subtotal	*38,298*	*2,435*	*1,625*	*810*	*3,232*	*1,200*	*2,032*
					15% Transit Reduction	-5,745	-365	-244	-122	-485	-180	-305
					15% Internal Capture Trip Credit	-6,764	-439	-219	-220	-542	-271	-271
					Pass-By Trip Credit	-1,207	-60	-45	-15	-114	-39	-75
					Net Project Trips	***24,582***	***1,571***	***1,117***	***454***	***2,091***	***710***	***1,381***
Total Unincorporated Los Angeles County Project Trips						**26,351**	**1,673**	**1,149**	**524**	**2,278**	**815**	**1,462**
City of Los Angeles Cumulative Projects												
4.	COU Laundromat to 7 Eleven	Retail	2.6	TSF	Approved, not yet built	***849***	***85***	***42***	***43***	***59***	***30***	***29***
5.	WATTSTAR	Theater	1,000	seats	Approved, not yet built	1,530	0	0	0	70	27	43
		Education Center	12.417	TSF		341	37	27	10	32	18	13
					Total Trips	***1,871***	***37***	***27***	***10***	***102***	***46***	***56***
Total City of Los Angeles Cumulative Project Trips						**2,720**	**122**	**69**	**53**	**161**	**76**	**85**
City of Compton Cumulative Projects												
6.	12709 N. Wilmington Avenue Project	Single-Family Residential	4	DU	Entitlements In Progress	***38***	***3***	***1***	***2***	***4***	***3***	***1***
7.	1409 W. 130th Street Project	Single-Family Residential	4	DU	In Plan-Check	***38***	***3***	***1***	***2***	***4***	***3***	***1***
8.	930 W. Compton Blvd Project	Multi-Family Residential	41	DU	In Plan-Check	***273***	***21***	***4***	***17***	***25***	***17***	***9***
Total City of Compton Cumulative Project Trips						**349**	**27**	**6**	**21**	**33**	**22**	**12**
TOTAL CUMULATIVE PROJECT TRIPS						**29,420**	**1,822**	**1,224**	**598**	**2,472**	**913**	**1,559**

LEGEND

▪ ▪ ▪ ▪ 1.5-Mile Radius of Project Site

Ⓧ Cumulative Project Location



Not to Scale

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JN 140796 AUGUST 2015

CUMULATIVE PROJECTS LOCATION MAP

EXHIBIT 14

Not to Scale

LEGEND

X,XXX Daily Cumulative Project Trips

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CUMULATIVE PROJECTS DAILY TRIPS

EXHIBIT 15

I-110 SB Ramps / El Segundo Blvd.						I-110 NB Ramps / El Segundo Blvd.						Figueroa St. / El Segundo Blvd.					
0/0	0/0	11/14	I-110 SB Ramps	← 7/17	↙ 14/23			← 21/40	↙ 12/13	0/0	0/0	0/0	Figueroa St.	↖ 0/0	← 33/54	↙ 0/0	
El Segundo Blvd.		1		El Segundo Blvd.		El Segundo Blvd.		2		El Segundo Blvd.		3		El Segundo Blvd.			
	12/11 →	0/0 ↘	I-110 SB Ramps			23/25 →	0/0 ↘	I-110 NB Ramps	↖ 0/0	↗ 18/18	0/0 ↗	41/43 →	0/0 ↘	Figueroa St.	↖ 0/0	↑ 0/0	↗ 0/0

Broadway / El Segundo Blvd.						Main St. / El Segundo Blvd.						San Pedro St. / El Segundo Blvd.					
0/0	3/7	0/0	Broadway	↖ 0/0	← 33/54	↙ 0/0	0/0	3/7	0/0	Main St.	↖ 0/0	← 33/54	↙ 0/0	0/0	0/0	0/0	San Pedro St.
El Segundo Blvd.		4		El Segundo Blvd.		El Segundo Blvd.		5		El Segundo Blvd.		6		El Segundo Blvd.			
	0/0 ↗	41/43 →	0/0 ↘	Broadway	↖ 0/0	↑ 6/4	↗ 0/0	0/0 ↗	41/43 →	0/0 ↘	Main St.	↖ 0/0	↑ 6/4	↗ 0/0	0/0 ↗	41/43 →	0/0 ↘

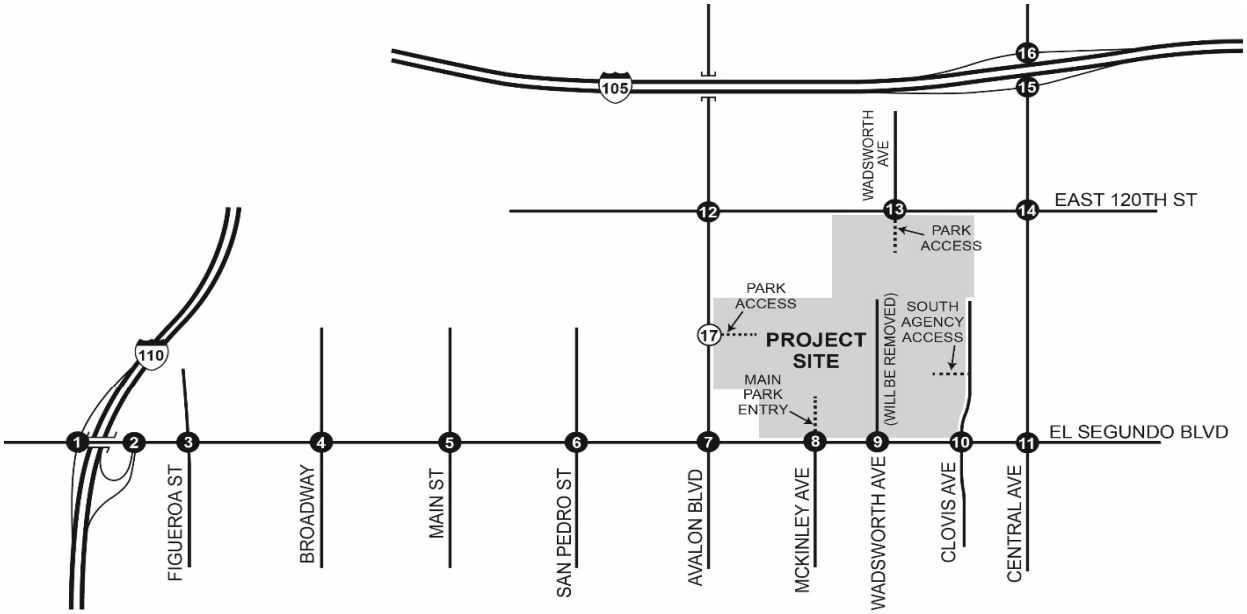
Avalon Blvd. / El Segundo Blvd.						McKinley Ave. / El Segundo Blvd.						Wadsworth Ave. / El Segundo Blvd.					
1/1	10/23	3/4	Avalon Blvd.	↖ 4/3	← 33/54	↙ 3/9			← 19/52	↙ 8/27		0/0	0/0	Wadsworth Ave.	↖ 0/0	← 27/79	
El Segundo Blvd.		7		El Segundo Blvd.		El Segundo Blvd.		8		El Segundo Blvd.		9		El Segundo Blvd.			
	1/1 ↗	41/43 →	0/0 ↘	Avalon Blvd.	↖ 0/0	↑ 20/13	↗ 6/6	42/29 →	7/24 ↘	McKinley Ave.	↖ 21/14	↗ 23/15	0/0 ↗	65/45 →			

Clovis Ave. / El Segundo Blvd.						Central Ave. / El Segundo Blvd.						Avalon Blvd. / 120th Street					
0/0	0/0	0/0	Clovis Ave.	↖ 0/0	← 27/79	↙ 0/0	10/35	18/53	2/2	Central Ave.	↖ 2/1	← 16/44	↙ 1/2	2/1	6/6	20/13	Avalon Blvd.
El Segundo Blvd.		10		El Segundo Blvd.		El Segundo Blvd.		11		El Segundo Blvd.		120th Street		12		120th Street	
	0/0 ↗	65/45 →	0/0 ↘	Clovis Ave.	↖ 0/0	↑ 0/0	↗ 0/0	40/26 ↗	25/18 →	1/1 ↘	Central Ave.	↖ 1/1	↑ 43/31	↗ 1/3	2/1 ↗	39/25 →	0/0 ↘

Avalon Blvd.	↖ 10/24	← 16/48	↙ 8/23														
2/1	6/6	20/13	Avalon Blvd.	↖ 0/0	↑ 8/5	↗ 18/13											
120th Street		12		120th Street													
	2/1 ↗	39/25 →	0/0 ↘	Avalon Blvd.	↖ 0/0	↑ 8/5	↗ 18/13										

Wadsworth Ave. / 120th St.						Central Ave. / 120th Street						Central Ave. / I-105 EB Ramps					
0/0	0/0	Wadsworth Ave.	↖ 0/0	← 39/114		0/0	8/25	121/79	Central Ave.	↖ 51/150	← 39/113	↙ 29/83	38/38	0/0	Central Ave.		
120th Street		13		120th Street		120th Street		14		120th Street			I-105 EB Ramps		15		I-105 EB Ramps
	0/0 ↗	89/62 →					0/0 ↗	88/61 →	0/1 ↘	Central Ave.	↖ 0/1	↑ 22/15	↗ 77/52	1/2 ↗	0/0 →	79/56 ↘	Central Ave.

Central Ave. / I-105 WB Ramps																	
1/3	35/29	Central Ave.	↖ 0/0	← 0/0	↙ 3/9												
I-105 EB Ramps		16		I-105 WB Ramps													
	57/145	8/5	Central Ave.	↖ 39/100	↑ 22/48												



LEGEND

xx/xx AM/PM Peak Hour Volumes

(XX) Existing Study Intersection

(XX) Proposed Project Access Intersection *

Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

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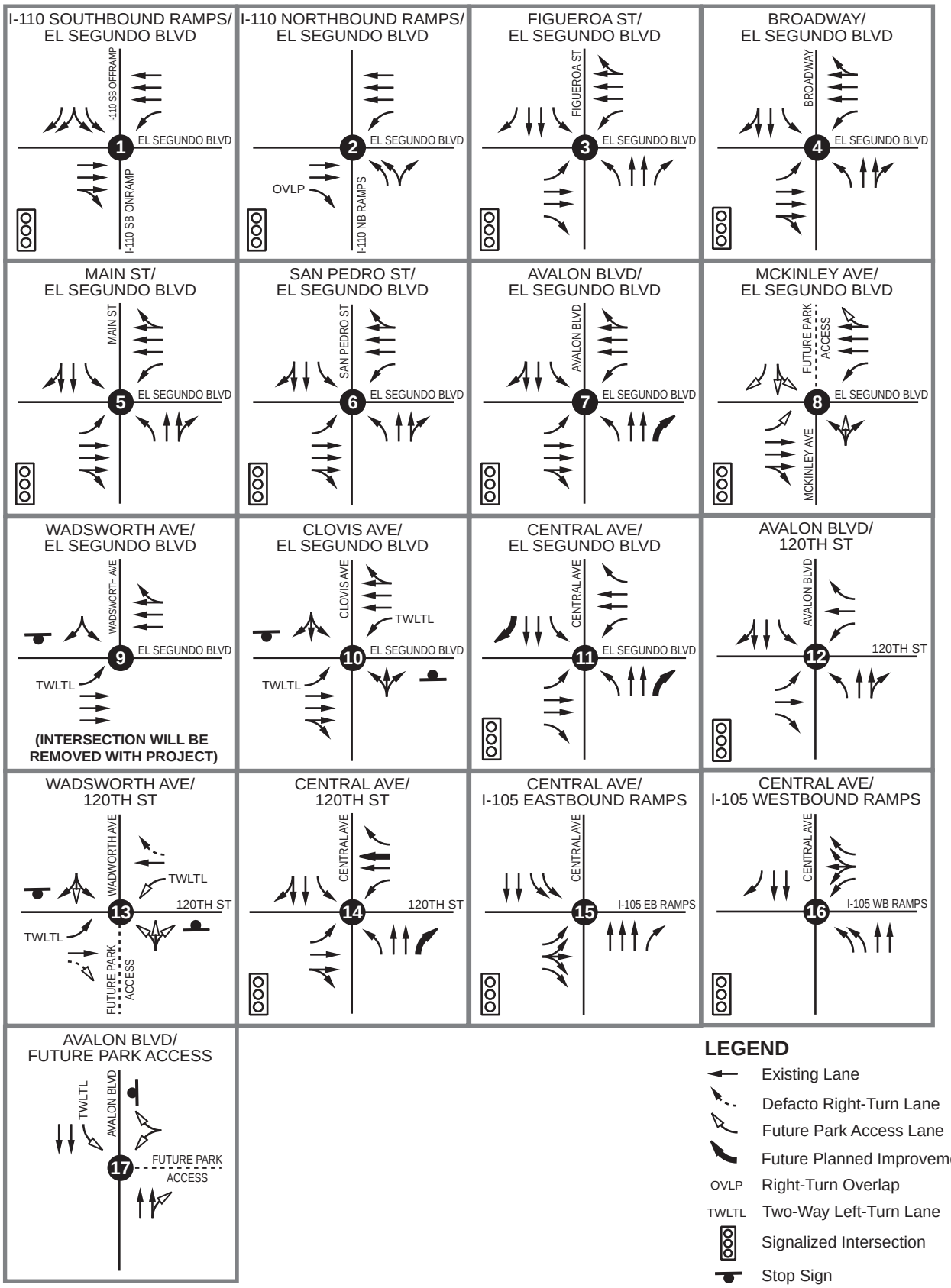
CUMULATIVE PROJECTS AM/PM PEAK HOUR TRIPS

140796 AUGUST 2015

EXHIBIT 16



Not to Scale

Michael Baker INTERNATIONAL

EXISTING PLUS CUMULATIVE TRAFFIC CONDITIONS INTERSECTION LANE GEOMETRY

Existing Plus Cumulative Traffic Conditions Traffic Volumes

The traffic generated by the cumulative projects as shown in Exhibits 15 and 16 were added to existing traffic volumes to develop the Existing Plus Cumulative Traffic operating conditions.

Exhibit 18 and **Exhibit 19** show the Existing Plus Cumulative Traffic conditions roadway segment daily volumes and, a.m. and p.m. peak hour intersection volumes respectively, for the without project conditions. **Exhibit 20** and **Exhibit 21** show the Existing Plus Cumulative Traffic with project conditions roadway segment daily volumes and, a.m. and p.m. peak hour intersection volumes respectively.

Existing Plus Cumulative Traffic Conditions Level of Service Analysis

Table 11 summarizes the Existing Plus Cumulative Traffic With Project conditions a.m. and p.m. peak hour LOS of the study intersections under the jurisdiction of Los Angeles County and City of Compton, which requires a comparison of Existing Conditions with Existing Plus Cumulative Traffic With Project conditions. Detailed Circular 212 CMA calculation sheets for Existing Plus Cumulative Traffic conditions and all analysis scenarios are contained in Appendix B.

Table 11 shows that under Existing Plus Cumulative Traffic With Project conditions, all study intersections under the jurisdiction of Los Angeles County (and City of Compton) are forecast to operate at LOS B or better during the peak hours. Based on the increase in v/c with the addition of cumulative traffic plus proposed project traffic, no significant impacts were identified and no mitigation measures are required for the study intersections under the jurisdiction of Los Angeles County.

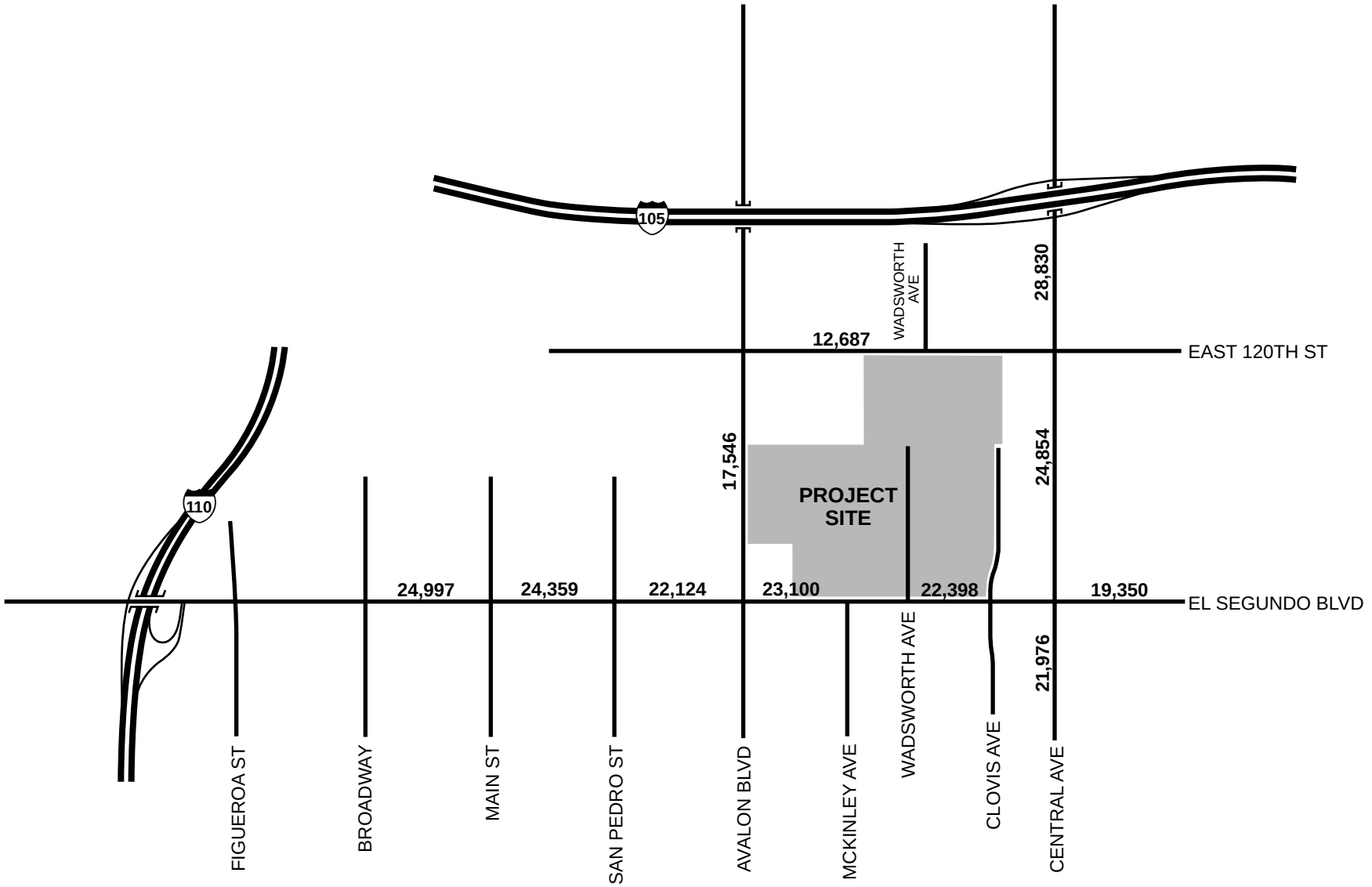
Table 12 shows that under Existing Plus Cumulative Traffic conditions, during the a.m. peak hour all intersections except for two (2) intersections operate at LOS B or better. The intersection of I-110 Southbound Ramps / El Segundo Boulevard operate at LOS D and the intersection of Central Avenue / 120th Street operate at LOS C.

During the p.m. peak hour all intersections except for three intersections operate at LOS B or better. The intersections of I-110 Southbound Ramps / El Segundo Boulevard and Central Avenue / 120th Street operate at LOS C; and the intersection of I-110 Northbound Ramps / El Segundo Boulevard operates at LOS D.

The addition of project-related traffic to Existing Plus Cumulative Traffic conditions traffic volumes result in an increase in the V/C ratio that exceed the City of Los Angeles significant impact thresholds for LOS C operations (0.040 or more) and LOS D operations (0.020 or more) at the following study intersections:

- I-110 Northbound Ramps / El Segundo Blvd. (PM: LOS D with increase in V/C of 0.033)
- Central Avenue / 120th Street (PM: LOS C with increase in V/C of 0.046)

Therefore, the proposed project results in significant impacts at the two above-listed study intersections and mitigation measures are required.



LEGEND

XX,XXX Average Daily Traffic

Not to Scale

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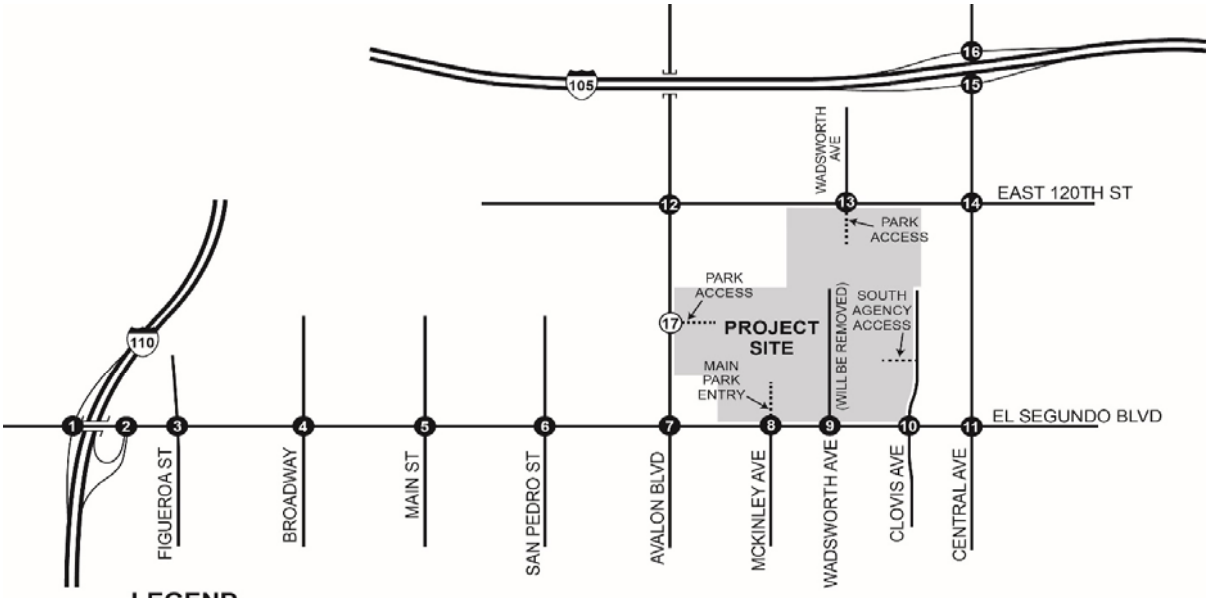
EXISTING PLUS CUMULATIVE TRAFFIC WITHOUT PROJECT ROADWAY SEGMENT DAILY VOLUMES

I-110 SB Ramps / El Segundo Blvd.				I-110 NB Ramps / El Segundo Blvd.				Figueroa St. / El Segundo Blvd.				Broadway / El Segundo Blvd.			
742/368	1/0	488/430	I-110 SB Ramps			1066/696	1371/723	142/90	363/291	89/77	Figueroa St.	92/72	224/158	36/78	Broadway
						139/282	325/206				127/96				59/82
											1353/780				1060/731
											93/36				94/23
El Segundo Blvd.		1	El Segundo Blvd.	El Segundo Blvd.		2	El Segundo Blvd.	El Segundo Blvd.		3	El Segundo Blvd.	El Segundo Blvd.		4	El Segundo Blvd.
543/1212		446/599	I-110 SB Ramps	779/1236	258/436	I-110 NB Ramps	634/258 / 205/243	135/122	954/1180	335/136	Figueroa St.	116/160	361/502	54/137	50/103
															569/1225
															96/40
															Broadway
															69/103
															213/301
															17/111
Main St. / El Segundo Blvd.				San Pedro St. / El Segundo Blvd.				Avalon Blvd. / El Segundo Blvd.				McKinley Ave. / El Segundo Blvd.			
98/52	237/182	78/98	Main St.	130/80	124/142	46/64	San Pedro St.	108/81	437/463	95/153	Avalon Blvd.				
			65/50			34/74					128/112				980/730
			1056/651			889/629					861/540				19/46
			79/52			30/28					104/111				
El Segundo Blvd.		5	El Segundo Blvd.	El Segundo Blvd.		6	El Segundo Blvd.	El Segundo Blvd.		7	El Segundo Blvd.	El Segundo Blvd.		8	El Segundo Blvd.
58/109		436/1270	Main St.	56/105	365/1309	San Pedro St.	86/77 / 121/208 / 25/45	108/120	326/1176	71/113	Avalon Blvd.	63/115	414/627	85/154	448/1493
			71/104												27/72
			234/381												McKinley Ave.
			26/90												45/27
															37/28
Wadsworth Ave. / El Segundo Blvd.				Clovis Ave. / El Segundo Blvd.				Central Ave. / El Segundo Blvd.				Avalon Blvd. / 120th Street			
16/19	21/37	Wadsworth Ave.	42/48	0/5	0/1	3/2	Clovis Ave.	198/160	494/671	48/164	Central Ave.	46/30	550/469	79/101	Avalon Blvd.
			1076/737			4/2					69/75				91/94
						1102/793					897/504				357/405
						7/6					108/118				131/122
El Segundo Blvd.		9	El Segundo Blvd.	El Segundo Blvd.		10	El Segundo Blvd.	El Segundo Blvd.		11	El Segundo Blvd.	120th Street		12	120th Street
17/41		433/1380		1/5	486/1450	Clovis Ave.	14/6 / 0/0 / 7/9	158/255	299/1012	48/156	Central Ave.	129/93	562/623	90/183	62/86
															276/386
															47/60
															Avalon Blvd.
															45/61
															440/642
															123/127
Wadsworth Ave. / 120th St.				Central Ave. / 120th Street				Central Ave. / I-105 EB Ramps				Central Ave. / I-105 WB Ramps			
18/19	15/23	Wadsworth Ave.	5/15	80/112	584/793	279/241	Central Ave.	591/774	501/440	Central Ave.		598/420	926/939	Central Ave.	358/569
			355/524			188/288									0/0
						440/315									168/285
						117/137									
120th Street		13	120th Street	120th Street		14	120th Street	I-105 EB Ramps		15	I-105 EB Ramps	I-105 WB Ramps		16	I-105 WB Ramps
6/29		347/605		108/123	389/419	27/81	Central Ave.	547/509	1/222	430/451	Central Ave.		704/901	329/342	
						63/64									327/404
						633/770									925/987
						155/143									



LEGEND

xx/xx AM/PM Peak Hour Volumes

(XX) Existing Study Intersection

(XX) Proposed Project Access Intersection *

Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

EXISTING PLUS CUMULATIVE TRAFFIC WITHOUT PROJECT
AM/PM PEAK HOUR INTERSECTION VOLUMES

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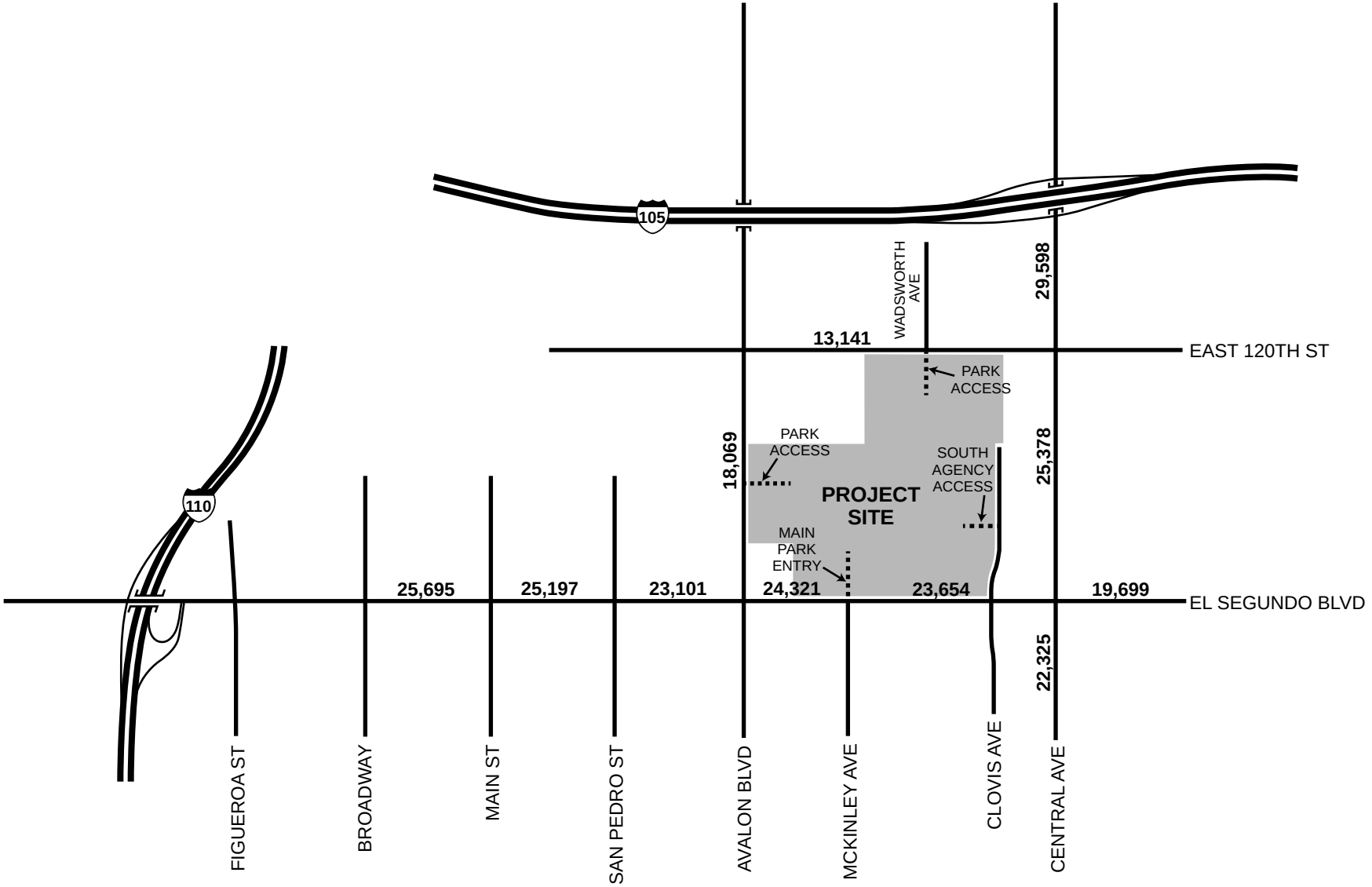

LEGEND

XX,XXX Average Daily Traffic

Not to Scale

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EXISTING PLUS CUMULATIVE TRAFFIC WITH PROJECT ROADWAY SEGMENT DAILY VOLUMES

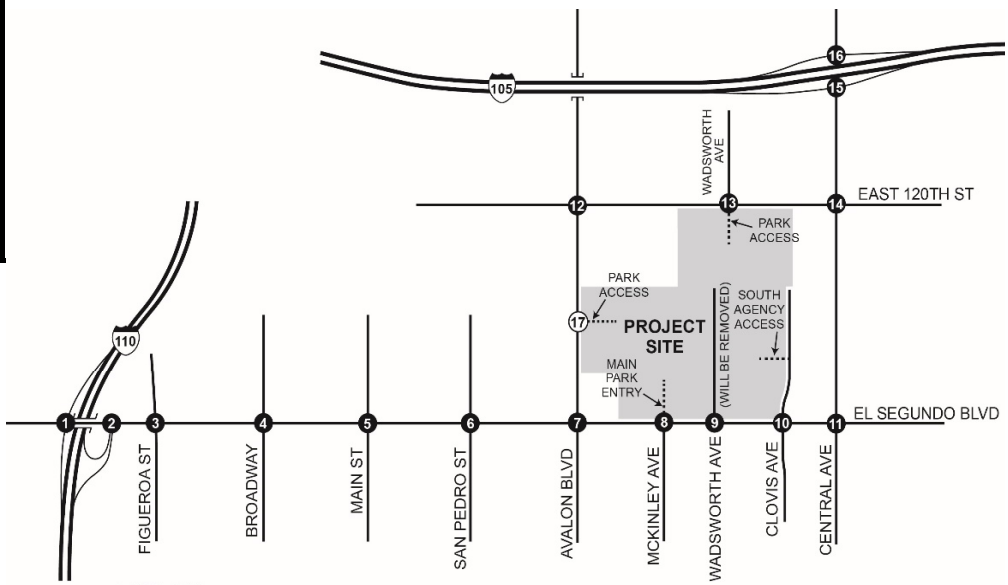
I-110 SB Ramps / El Segundo Blvd.	I-110 NB Ramps / El Segundo Blvd.	Figueroa St. / El Segundo Blvd.	Broadway / El Segundo Blvd.
I-110 SB Ramps: ↙ 742/368, ↓ 1/0, ↘ 497/454; ← 1374/738, ↙ 329/224	← 1073/730, ↙ 143/300	Figueroa St.: ↙ 142/90, ↓ 363/291, ↘ 90/81; ↖ 128/99, ← 1363/832, ↙ 93/36	Broadway: ↙ 92/72, ↓ 224/158, ↘ 39/86; ↖ 60/88, ← 1071/786, ↙ 94/23
El Segundo Blvd. **1** El Segundo Blvd.	El Segundo Blvd. **2** El Segundo Blvd.	El Segundo Blvd. **3** El Segundo Blvd.	El Segundo Blvd. **4** El Segundo Blvd.
I-110 SB Ramps: → 550/1232, ↘ 446/599	I-110 NB Ramps: → 795/1279, ↘ 258/436; ↖ 634/258, ↗ 214/267	Figueroa St.: ↗ 135/122, → 979/1247, ↘ 335/136; ↖ 116/160, ↑ 361/502, ↗ 54/137	Broadway: ↗ 50/103, → 596/1296, ↘ 96/40; ↖ 69/103, ↑ 213/301, ↗ 17/111

Main St. / El Segundo Blvd.	San Pedro St. / El Segundo Blvd.	Avalon Blvd. / El Segundo Blvd.	McKinley Ave. / El Segundo Blvd.
Main St.: ↙ 98/52, ↓ 237/182, ↘ 81/106; ↖ 66/56, ← 1068/712, ↙ 80/58	San Pedro St.: ↙ 130/80, ↓ 124/142, ↘ 49/72; ↖ 35/80, ← 903/702, ↙ 31/34	Avalon Blvd.: ↙ 111/96, ↓ 438/468, ↘ 109/181; ↖ 133/136, ← 875/611, ↙ 108/130	Project Access: ↙ 19/89, ↓ 2/8, ↘ 18/88; ↖ 32/134, ← 983/755, ↙ 19/46
El Segundo Blvd. **5** El Segundo Blvd.	El Segundo Blvd. **6** El Segundo Blvd.	El Segundo Blvd. **7** El Segundo Blvd.	El Segundo Blvd. **8** El Segundo Blvd.
Main St.: ↗ 58/109, → 466/1349, ↘ 77/60; ↖ 71/104, ↑ 234/381, ↗ 29/98	San Pedro St.: ↗ 56/105, → 401/1404, ↘ 50/72; ↖ 86/77, ↑ 121/208, ↗ 28/53	Avalon Blvd.: ↗ 113/143, → 362/1264, ↘ 71/113; ↖ 63/115, ↑ 416/635, ↗ 95/178	McKinley Ave.: ↗ 32/135, → 476/1497, ↘ 27/72; ↖ 45/27, ↑ 3/12, ↗ 37/28

Wadsworth Ave. / El Segundo Blvd.	Clovis Ave. / El Segundo Blvd.	Central Ave. / El Segundo Blvd.	Avalon Blvd. / 120th Street
INTERSECTION REMOVED WITH PROJECT	Clovis Ave.: ↙ 3/30, ↓ 0/1, ↘ 7/29; ↖ 33/7, ← 1134/927, ↙ 7/6	Central Ave.: ↙ 229/220, ↓ 494/671, ↘ 48/164; ↖ 69/75, ← 912/543, ↙ 108/118	Avalon Blvd.: ↙ 46/30, ↓ 558/485, ↘ 82/113; ↖ 93/102, ← 359/413, ↙ 137/146
	El Segundo Blvd. **10** El Segundo Blvd.	El Segundo Blvd. **11** El Segundo Blvd.	120th Street **12** 120th Street
	Clovis Ave.: ↗ 29/9, → 504/1538, ↘ 7/12; ↖ 14/6, ↑ 0/0, ↗ 7/9	Central Ave.: ↗ 168/308, → 305/1043, ↘ 54/187; ↖ 144/132, ↑ 562/623, ↗ 90/183	Avalon Blvd.: ↗ 62/86, → 279/398, ↘ 53/72; ↖ 47/72, ↑ 443/656, ↗ 127/147

Wadsworth Ave. / 120th St.	Central Ave. / 120th Street	Central Ave. / I-105 EB Ramps	Central Ave. / I-105 WB Ramps
Wadsworth Ave.: ↙ 18/19, ↓ 0/0, ↘ 15/23; ↖ 5/15, ← 360/543, ↙ 7/31	Central Ave.: ↙ 89/151, ↓ 608/841, ↘ 279/241; ↖ 188/288, ← 443/327, ↙ 123/149	Central Ave.: ↓ 614/833, ↘ 501/440	Central Ave.: ↙ 598/420, ↓ 939/974; ↖ 358/569, ← 0/0, ↙ 178/309
120th Street **13** 120th Street	120th Street **14** 120th Street	I-105 EB Ramps **15** I-105 EB Ramps	I-105 WB Ramps **16** I-105 WB Ramps
Project Access: ↗ 6/29, → 350/618, ↘ 7/31; ↖ 4/20, ↑ 0/0, ↗ 4/20	Central Ave.: ↗ 113/149, → 391/427, ↘ 27/81; ↖ 63/64, ↑ 641/813, ↗ 157/154	Central Ave.: ↗ 547/509, → 1/222, ↘ 440/479; ↑ 714/950, ↗ 333/361	Central Ave.: ↖ 331/425, ↑ 930/1014

Avalon Blvd. / Project Access
Avalon Blvd.: ↓ 655/731, ↘ 5/19; ↖ 3/13, ↙ 3/15
17 Project Access
Avalon Blvd.: ↑ 657/892, ↗ 5/23



LEGEND

- xx/xx AM/PM Peak Hour Volumes
- (XX) Existing Study Intersection
- (XX) Proposed Project Access Intersection *
- ..... Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

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EXISTING PLUS CUMULATIVE TRAFFIC WITH PROJECT AM/PM PEAK HOUR INTERSECTION VOLUMES

Table 11
Intersection Levels of Service (LOS)
Existing Conditions vs. Existing Plus Cumulative Traffic With Project Conditions
Los Angeles County Intersections

Study Intersection		Jurisdiction	Existing Conditions				Existing Plus Cumulative Traffic With Project				Increase in V/C	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM
4.	Broadway / El Segundo Blvd.	Los Angeles County	0.399	A	0.445	A	0.409	A	0.475	A	0.010	0.030
5.	Main St. / El Segundo Blvd.	Los Angeles County	0.411	A	0.508	A	0.422	A	0.546	A	0.011	0.038
6.	San Pedro St. / El Segundo Blvd.	Los Angeles County	0.352	A	0.414	A	0.362	A	0.456	A	0.010	0.041
7.	Avalon Blvd. / El Segundo Blvd.	Los Angeles County	0.471	A	0.654	B	0.492	A	0.680	B	0.021	0.026
8.	McKinley Ave. / El Segundo Blvd. (Project Access)	Los Angeles County	0.224	A	0.343	A	0.296	A	0.453	A	0.072	0.109
9.	Wadsworth Ave. / El Segundo Blvd.[1]	Los Angeles County	0.261	A	0.313	A	*Intersection removed by project.*					
10.	Clovis Ave. / El Segundo Blvd.[1] (Project Access)	Los Angeles County	0.241	A	0.309	A	0.279	A	0.368	A	0.038	0.059
11.	Central Ave. / El Segundo Blvd.	Los Angeles County / City of Compton	0.658	B	0.726	C	0.634	B	0.698	B	-0.023	-0.028
17.	Avalon Blvd. / Project Access	Los Angeles County	*Does Not Exist*				0.214	A	0.316	A	N/A	

Note: Analysis performed at all study intersections using Circular 212 CMA methodology.
V/C = volume-to-capacity ratio
N/A = Not Applicable
[1] Unsignalized intersection.

Table 12
Existing Plus Cumulative Traffic Conditions Intersection Levels of Service (LOS)
Without and With Project
City of Los Angeles Intersections

Study Intersection		Jurisdiction	Existing Plus Cumulative Traffic Without Project				Existing Plus Cumulative Traffic With Project				Increase in V/C	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM
1.	I-110 Southbound Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.829	D	0.755	C	0.834	D	0.778	C	0.005	0.022
2.	I-110 Northbound Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.666	B	0.808	D	0.677	B	0.841	D	0.011	**0.033**
3.	Figueroa St. / El Segundo Blvd.	City of Los Angeles	0.573	A	0.594	A	0.576	A	0.621	B	0.003	0.028
12.	Avalon Blvd. / 120th Street	City of Los Angeles	0.420	A	0.563	A	0.425	A	0.606	B	0.005	0.043
13.	Wadsworth Ave. / 120th St.[1] (Project Access)	City of Los Angeles	0.246	A	0.404	A	0.252	A	0.445	A	0.006	0.041
14.	Central Ave. / 120th Street	City of Los Angeles	0.618	B	0.737	C	0.634	B	0.783	C	0.016	**0.046**
15.	Central Ave. / I-105 Eastbound Ramps	City of Los Angeles / Caltrans	0.653	B	0.686	B	0.658	B	0.706	C	0.005	0.020
16.	Central Ave. / I-105 Westbound Ramps	City of Los Angeles / Caltrans	0.672	B	0.686	B	0.673	B	0.712	C	0.001	0.026

Note: Analysis performed at all study intersections using Circular 212 CMA methodology. Increase in v/c shown in **bold** indicates a project-related significant impact per the City of Los Angeles Guidelines.

V/C = volume-to-capacity ratio

N/A = Not Applicable

[1] Unsignalized intersection.

SIGNIFICANT IMPACTS AND MITIGATION

Based on the significant impact thresholds identified in the draft updated *Los Angeles County Traffic Impact Analysis Report Guidelines* (December 2013) and the *City of Los Angeles Department of Transportation Traffic Study Policies and Procedures* (June 2013) shown on page 6 in this report, significant impacts were identified under the following study scenarios:

Existing Plus Project Conditions: Significant Impacts and Mitigation

Under Existing Plus Project conditions, the addition of project-related traffic results in a significant impact at the intersection of I-110 Northbound Ramps / El Segundo Boulevard during the p.m. peak hour, based on the increase in the V/C ratio exceeding the City of Los Angeles significant impact threshold for LOS D operations (0.02 or more). Therefore, mitigation measures are required at I-110 Northbound Ramps / El Segundo Boulevard.

The following improvement is recommended to mitigate the identified significant impact at I-110 Northbound Ramps / El Segundo Boulevard:

- **Mitigation Measure #1 – I-110 Northbound Ramps / El Segundo Boulevard:** Restripe eastbound exclusive right turn lane at the intersection of I-110 Northbound Ramps / El Segundo Boulevard to a shared through/right-turn lane. This improvement will require modifying the signal to remove the existing eastbound right-turn overlap phase at the intersection. Due to the short distance between the I-110 Northbound Ramps and Figueroa Street (approximately 475 feet), it is also recommended that the existing eastbound right-turn lane at El Segundo Boulevard / Figueroa Street be restriped to a shared through/right-turn lane to avoid a “trap” right-turn lane at the eastbound approach of the intersection.

Existing Plus Cumulative Traffic With Project Conditions: Significant Impacts and Mitigation

Under Existing Plus Cumulative Traffic conditions, the addition of project-related traffic results in increases in the V/C ratios that exceed the City of Los Angeles significant impact thresholds for LOS C operations (0.040 or more) and LOS D operations (0.020 or more) at the following study intersections:

- I-110 Northbound Ramps / El Segundo Blvd. (PM: LOS D with increase in V/C of 0.033)
- Central Avenue / 120th Street (PM: LOS C with increase in V/C of 0.046)

Therefore, the proposed project results in significant impacts at the two above-listed study intersections and mitigation measures are required. The following improvements are recommended to mitigate the identified significant impacts at the above-listed intersections:

- **Mitigation Measure #1 – I-110 Northbound Ramps / El Segundo Boulevard (Mitigated under Existing Plus Project Conditions):** Restripe eastbound exclusive right turn lane at the intersection of I-110 Northbound Ramps / El Segundo Boulevard to a shared through/right-turn lane. This improvement will require modifying the signal to remove the existing eastbound right-turn overlap phase at the intersection. Due to the short distance between the I-110 Northbound Ramps and Figueroa Street (approximately 475 feet), it is also recommended that the existing eastbound right-turn lane at El Segundo Boulevard / Figueroa Street be restriped to a shared through/right-turn lane to avoid a “trap” right-turn lane at the eastbound approach of the intersection.

- **Mitigation Measure #2 – Central Avenue / 120th Street:** Restripe southbound approach to provide an exclusive southbound right-turn lane.

A conceptual striping plan for the recommended mitigation measure at I-110 Northbound Ramps / El Segundo Boulevard is provided in **Exhibit 22**. **Exhibit 23** shows a conceptual striping plan for the recommended mitigation measure at Central Avenue / 120th Street.

MITIGATED PROJECT CONDITIONS

The significantly impacted intersections were evaluated with the recommended mitigation measures to determine if operations would improve to levels of insignificance. Level of service operations were evaluated for the following intersections under the following scenarios:

Existing Plus Project Conditions With Mitigation

- I-110 Northbound Ramps / El Segundo Blvd.

Existing Plus Cumulative Traffic Plus Project Conditions With Mitigation

- I-110 Northbound Ramps / El Segundo Blvd.
- Central Avenue / 120th Street

The findings of the analysis with the recommended mitigation measures are provided below:

Existing Plus Project Conditions With Mitigation

Table 13 summarizes levels of service under Existing Plus Project conditions without and with the recommended mitigation measure at the intersection of I-110 Northbound Ramps / El Segundo Boulevard. Detailed Circular 212 CMA calculation sheets are contained in Appendix B.

As shown in Table 13, the recommended mitigation measure would improve p.m. peak hour operations to a level of insignificance under Existing Plus Project conditions.

The identified significant impact at I-110 Northbound Ramps / El Segundo Boulevard is solely the result of project-related traffic added to existing p.m. peak hour traffic volumes at the intersection. Because a direct project impact occurs at I-110 Northbound Ramps / El Segundo Boulevard, the project is 100% responsible for the cost of the recommended improvements, as shown in Table 12.

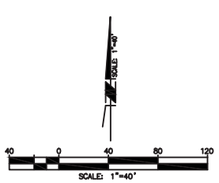
Existing Plus Cumulative Traffic With Project Conditions With Mitigation

Table 14 summarizes levels of service at the significantly impacted intersections under Existing Plus Cumulative Traffic With Project conditions, without and with the recommended mitigation measures. Detailed Circular 212 CMA calculation sheets are contained in Appendix B.

As shown in Table 14, the recommended mitigation measures would improve p.m. peak hour operations to levels of insignificance at both significantly impacted intersections.

The proposed project is 100% responsible for the cost of the recommended mitigation measure at I-110 Northbound Ramps / El Segundo Boulevard because the significant impact also occurs under Existing Plus Project conditions, as described above.

It is recommended that the proposed project contribute a fair share toward the cost of the improvement at the intersection of Central Avenue / 120th Street. As shown in Table 14, a fair share contribution of 25.5% was calculated for the project's responsibility toward the cost of the recommended southbound right-turn lane at the intersection. The fair share calculation worksheet is provided in Appendix F.



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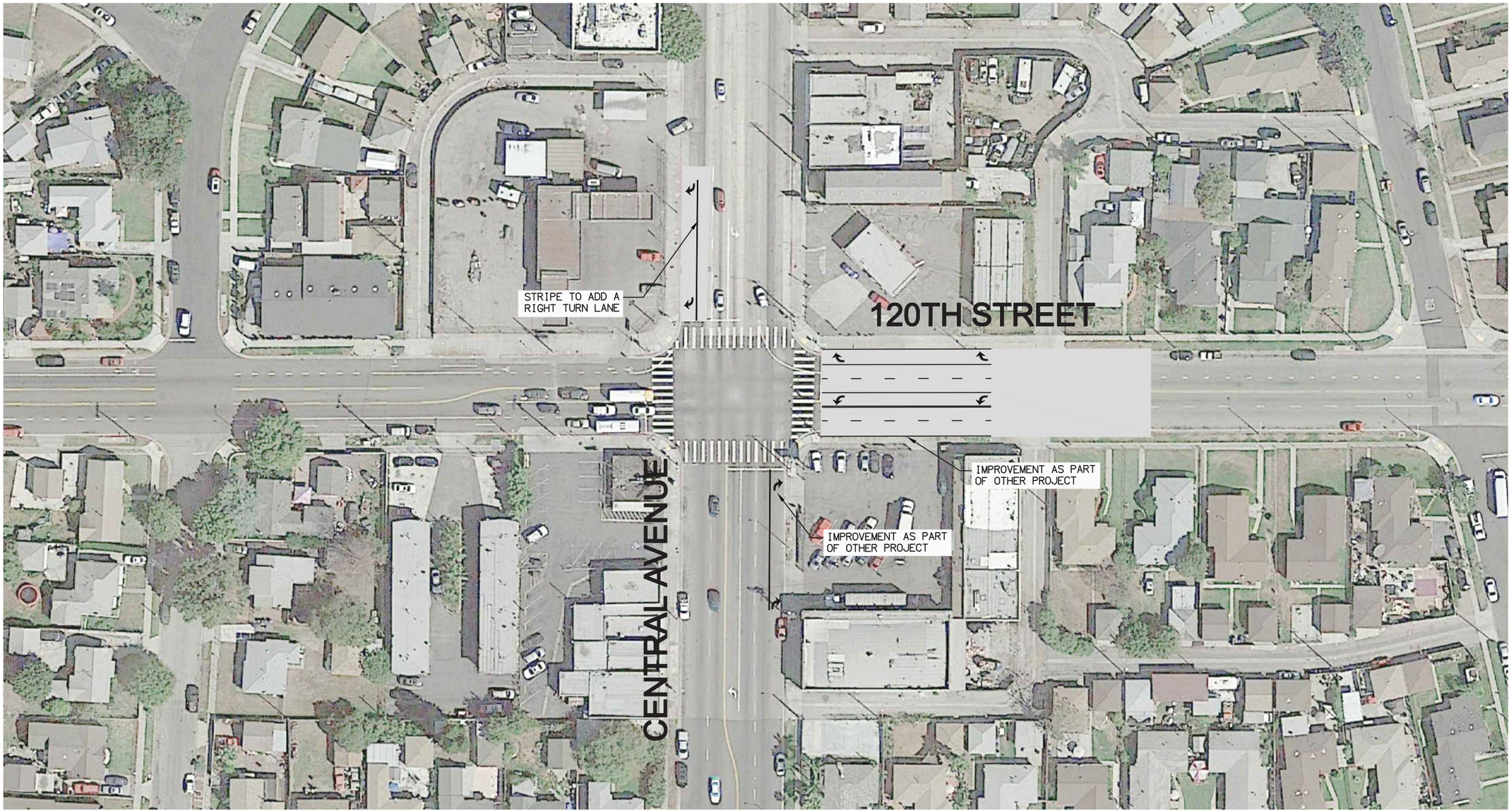
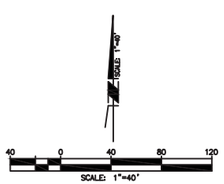
MITIGATION MEASURES CONCEPT PLAN FOR I-110 NORTHBOUND RAMPS / EL SEGUNDO BOULEVARD

JN 140796 AUGUST 2015

EXHIBIT 22





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MITIGATION MEASURES CONCEPT PLAN FOR CENTRAL AVENUE / 120th STREET

EXHIBIT 23

Table 13
Existing Plus Project Conditions
Levels of Service With Recommended Mitigation Measures

Intersection	Peak Hour	Existing	Existing + Project	Recommended Mitigation	Existing + Project With Mitigation	Project Responsibility (%)
		V/C – LOS	V/C – LOS		V/C – LOS	
I-110 NB Ramps / El Segundo Blvd.	a.m.	0.643 – B	0.654 – B	Restripe eastbound exclusive right turn lane to a shared through/right-turn lane. This improvement will require modifying the signal to remove the existing eastbound right-turn overlap phase at the intersection. To avoid a "trap" right-turn lane at the eastbound approach of the adjacent downstream intersection of El Segundo Boulevard / Figueroa Street, it is also recommended that the existing eastbound right-turn lane at El Segundo Boulevard / Figueroa Street be restriped to a shared through/right-turn lane.	0.624 – B	100% (Direct Project Impact)
	p.m.	0.784 – C	0.820 – D		0.775 – C	
Figueroa St. / El Segundo Blvd. (1)	a.m.	0.565 – A	0.568 – A		0.568 – A	
	p.m.	0.579 – A	0.605 – B		0.493 – A	

(1) Intersection is not significantly impacted by the project, but it is recommended that the eastbound right-turn lane at Figueroa St./El Segundo Blvd. be restriped as a shared through/right-turn lane to avoid a "trap" right-turn lane due to the short distance between the I-110 Northbound Ramps and Figueroa Street.

Table 14
Existing Plus Cumulative Traffic Plus Project Conditions
Levels of Service With Recommended Mitigation Measures

Intersection	Peak Hour	Without Project	With Project	Recommended Mitigation	With Project With Mitigation	Project Responsibility (%)
		V/C – LOS	V/C – LOS		V/C – LOS	
I-110 NB Ramps / El Segundo Blvd.	a.m.	0.666 – B	0.677 – B	Restripe eastbound exclusive right turn lane to a shared through/right-turn lane. This improvement will require modifying the signal to remove the existing eastbound right-turn overlap phase at the intersection. To avoid a "trap" right-turn lane at the eastbound approach of the adjacent downstream intersection of El Segundo Boulevard / Figueroa Street, it is also recommended that the existing eastbound right-turn lane at El Segundo Boulevard / Figueroa Street be restriped to a shared through/right-turn lane.	0.644 – B	100% (Mitigated Under Existing + Project Conditions)
	p.m.	0.808 – D	0.841 – D		0.793 – C	
Figueroa St. / El Segundo Blvd. (1)	a.m.	0.573 – A	0.576 – A		0.576 – A	
	p.m.	0.594 – A	0.621 – B		0.503 – A	
Central Ave. / 120th St.	a.m.	0.618 – B	0.634 – B	Restripe southbound approach to provide a dedicated right-turn lane.	0.604 – B	25.5%
	p.m.	0.737 – C	0.783 – C		0.733 – C	

(1) Intersection is not significantly impacted by the project, but it is recommended that the eastbound right-turn lane at Figueroa St./El Segundo Blvd. be restriped as a shared through/right-turn lane to avoid a "trap" right-turn lane due to the short distance between the I-110 Northbound Ramps and Figueroa Street.

SIGNAL WARRANT ANALYSIS

A signal warrant analysis was conducted at the intersection of El Segundo Boulevard / Clovis Avenue to determine if existing and/or future traffic volumes at the intersection justify the placement for a traffic signal. This signal warrant analysis has been conducted in accordance with guidelines published in the 2012 California MUTCD Section 4C.01 "Studies and Factors for Justifying Traffic Signal Controls." This section identifies various warrants that if met, provide the justification needed for the installation of a traffic signal.

Signal warrants were not performed at the Avalon Boulevard / Project Access intersection or the 120th Street / Wadsworth Avenue-Project Access intersection due to the lower percentage of project trips at these intersections. Forecast a.m. and p.m. peak hour operations at all three of the unsignalized project access intersections are at LOS A during the peak hours based on the Circular 212 CMA methodology.

The intersection of El Segundo Boulevard / Clovis Avenue is a four-way intersection that is currently controlled by stop signs at the northbound and southbound Clovis Avenue approaches of the intersection. A single lane is currently provided for all movements at the minor-street northbound and southbound approaches. The center median of El Segundo Boulevard is configured as a continuous two-way left-turn lane, from which left-turn maneuvers are allowed onto Clovis Avenue from El Segundo Boulevard in both directions of travel. The continuous two-way left-turn lane also serves as a refuge area for left-turning vehicles exiting Clovis Avenue to use before merging with through traffic on El Segundo Boulevard.

This signal warrant analysis was conducted using Warrant 3 (Peak Hour) in the 2012 California MUTCD under all analysis scenarios without and with the project. The results of the traffic signal warrant analysis are presented in Table 15. Traffic signal warrant worksheets are provided in Appendix D.

Table 15
Traffic Signal Warrant Analysis

Study Intersection	Peak Hour Warrant (Warrant 3) - Warrant Satisfied?			
	Without Project		Without Project	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Existing Conditions				
El Segundo Blvd. / Clovis Ave.	No	No	No	No
Year 2020 Cumulative Conditions				
El Segundo Blvd. / Clovis Ave.	No	No	No	No
Horizon Year 2035 Conditions				
El Segundo Blvd. / Clovis Ave.	No	No	No	No

As shown in Table 15, the Peak Hour Warrant (Warrant 3) was not satisfied under any of the analysis scenarios without or with the proposed project.

STATE HIGHWAY (CALTRANS) FACILITIES ANALYSIS

Methodology

Department of Transportation (Caltrans) District 7 staff requested that the Traffic Impact Analysis for the proposed project follow the County's CMP TIA Guidelines as it relates to State Highway facilities. Caltrans District 7 staff indicated that a mainline freeway segment analysis would not be required for this Traffic Impact Analysis, but requested that monitored CMP ramp intersections be evaluated and traffic volumes on the study on-ramps and off-ramps be provided in the TIA report.

In accordance with Caltrans requirements, the following analyses were conducted in this Traffic Impact Analysis for the monitored CMP intersections in the project study area:

- CMP Intersection LOS Analysis (Circular 212 CMA methodology per CMP TIA Guidelines)
- Off-Ramp Queuing Analysis (SYNCHRO software program, 95th percentile queues)

Analysis of monitored CMP intersections was conducted in this TIA Report under all study scenarios; the analysis findings are presented in each respective section of the TIA Report. In accordance to the Los Angeles County CMP TIA Guidelines, the Circular 212 CMA methodology was used to evaluate levels of service at the CMP intersections.

Caltrans has a target level of service at the transition between LOS C and LOS D for State Highway facilities. However, Caltrans recognizes that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS.

Off-Ramp Queuing Analysis Methodology

The off-ramp queuing analysis was conducted using the SYNCHRO software program, which calculates 50th percentile (average) and 95th percentile (maximum) queue lengths in feet. The formula utilized to calculate queues takes into account saturation flow rate (vehicles per hour), arrival rate (vehicles per hour), red time per cycle length, length of vehicles including space between (feet), number of lanes, and lane utilization factor. SYNCHRO calculates 95th percentile queues by increasing the arrival rate to account for fluctuations in traffic.

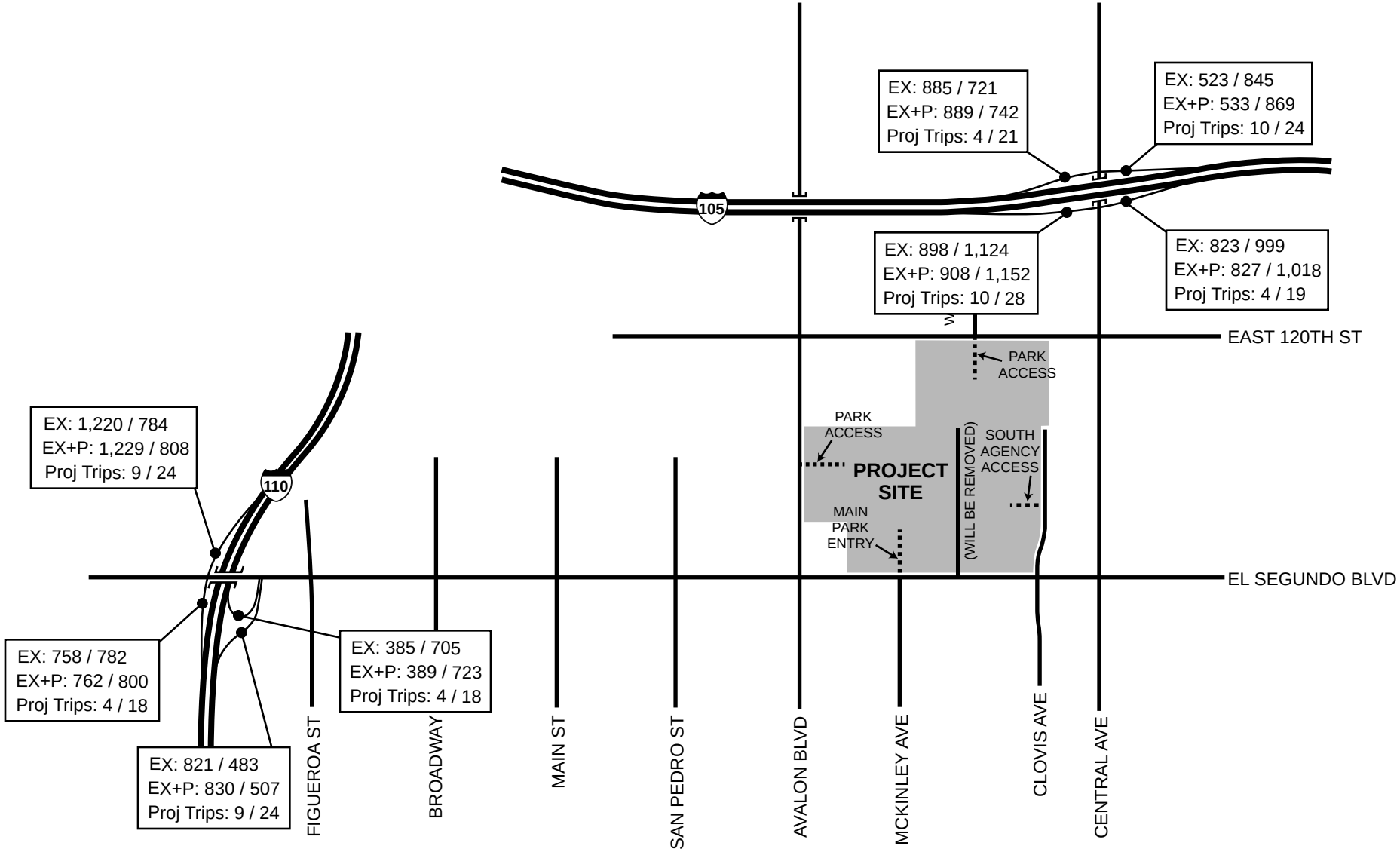
State Highway (Caltrans) Facilities Traffic Volumes

Existing and future a.m. and p.m. peak hour volumes on the on-ramps and off-ramps of the study CMP intersections under all study scenarios without and with the proposed project are provided in Table 16. Table 16 also includes the project-related trips on the study on-ramps and off-ramps during the peak hours.

Existing conditions and Existing Plus Project conditions on-ramp and off-ramp a.m. and p.m. peak hour volumes at the study CMP locations are also illustrated in **Exhibit 24**. **Exhibit 25** shows the Existing Plus Cumulative Traffic conditions on-ramp and off-ramp volumes during the peak hours, without and with the proposed project.

Table 16
Study Freeway Off-Ramp and On-Ramp Traffic Volumes

Study Ramp	Existing Volumes		Existing Plus Project Volumes		Existing Plus Cumulative Traffic Volumes				Project-Only Traffic	
					Without Project		With Project			
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-110 / El Segundo Boulevard Interchange										
I-110 Southbound Off-Ramp	1,220	784	1,229	808	1,231	798	1,240	822	9	24
I-110 Southbound On-Ramp	758	782	762	800	772	805	776	823	4	18
I-110 Northbound Off-Ramp	821	483	830	507	839	501	848	525	9	24
I-110 Northbound On-Ramp	385	705	389	723	397	718	401	736	4	18
I-105 / Central Avenue Interchange										
I-105 Eastbound Off-Ramp	898	1,124	908	1,152	978	1,182	988	1,210	10	28
I-105 Eastbound On-Ramp	823	999	827	1,018	831	1,004	835	1,023	4	19
I-105 Westbound Off-Ramp	523	845	533	869	526	854	536	878	10	24
I-105 Westbound On-Ramp	885	721	889	742	925	824	929	845	4	21



LEGEND:

EX: XXX / XXX EX+P: XXX / XXX Proj Trips: XX / XX	EX = Existing AM/PM Peak Hour Volumes EX+P = Existing Plus Project AM/PM Peak Hour Volumes Proj Trips = AM/PM Peak Hour Project Trips

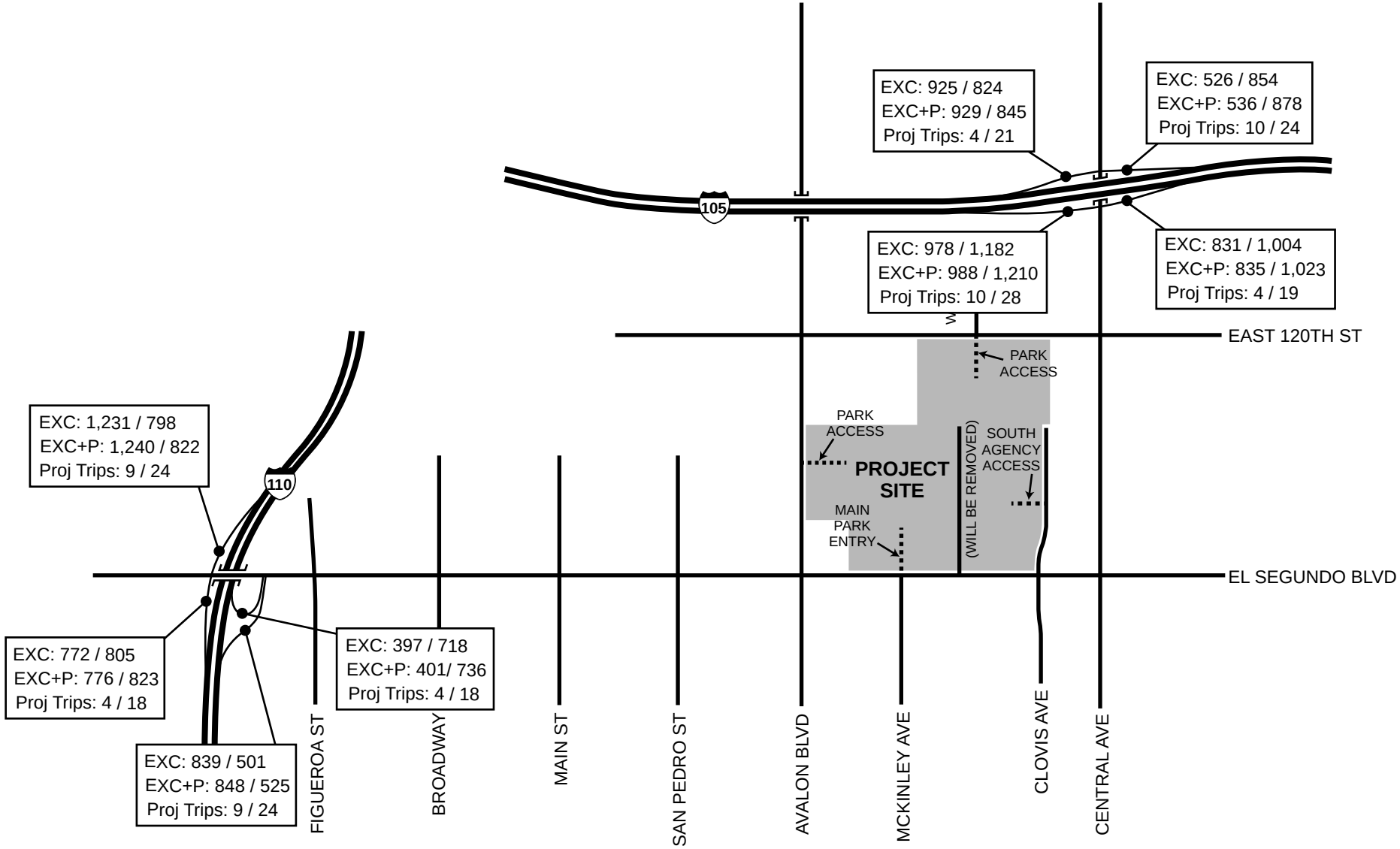
Not to Scale

Michael Baker INTERNATIONAL

JN 140796 AUGUST 2015

EXISTING AND EXISTING PLUS PROJECT PEAK HOUR FREEWAY RAMP VOLUMES

EXHIBIT 24



LEGEND:

EXC: XXX / XXX EXC+P: XXX / XXX Proj Trips: XX / XX	EXC = Existing Plus Cumulative Traffic AM/PM Peak Hour Volumes EXC+P = Existing Plus Cumulative Traffic Plus Project AM/PM Peak Hour Volumes Proj Trips = AM/PM Peak Hour Project Trips

Not to Scale

Michael Baker INTERNATIONAL

JN 140796 AUGUST 2015

EXISTING PLUS CUMULATIVE TRAFFIC WITHOUT AND WITH PROJECT PEAK HOUR FREEWAY RAMP VOLUMES

EXHIBIT 25

Off-Ramp Queuing Analysis

A queuing analysis was conducted during the a.m. and p.m. peak hours for the off-ramp approaches of the following State Highway (Caltrans) facility intersections:

- I-110 Southbound Ramps / El Segundo Boulevard (Southbound Off-Ramp)
- I-110 Northbound Ramps / El Segundo Boulevard (Northbound Off-Ramp)
- I-105 Eastbound Ramps / Central Avenue (Eastbound Off-Ramp)
- I-105 Westbound Ramps / Central Avenue (Westbound Off-Ramp)

The off-ramp queuing analysis was conducted under all study scenarios without and with the proposed project. The purpose of the queuing analysis is to determine if the proposed project results in queuing impacts to the freeway lanes on either I-110 or I-105 where the study off-ramps diverge from the freeway mainline lanes. The SYNCHRO software program was utilized to conduct the queuing analysis, which reports both 50th percentile (average) and 95th percentile (maximum) queue lengths.

Below are descriptions of the study freeway off-ramps, including number of ramp lanes off freeway mainline, ramp length, length of auxiliary lane approaching off-ramp (if provided), number of lanes at intersection approach, and storage lengths of intersection approach lanes:

<u>I-110 Southbound Off-Ramp at El Segundo Boulevard</u>

- Number of Lanes (off freeway mainline): 1 lane
- Total Ramp Length: 840 feet
- Length of Auxiliary Lane: 1,770 feet
- Intersection Approach Lanes: 1 left-turn, 1 shared left-turn/through/right-turn, 1 right-turn

<u>I-110 Northbound Off-Ramp at El Segundo Boulevard</u>

- Number of Lanes (off freeway mainline): 1 lane
- Total Ramp Length: 1,420 feet
- Length of Auxiliary Lane: 2,660 feet
- Intersection Approach Lanes: 1 left-turn, 1 shared left-turn/right-turn

<u>I-105 Eastbound Off-Ramp at Central Avenue</u>

- Number of Lanes (off freeway mainline): 1 lane
- Total Ramp Length: 1,370 feet
- Length of Auxiliary Lane: 4,120 feet
- Intersection Approach Lanes: 1 left-turn, 1 shared left-turn/through/right-turn, 1 right-turn

<u>I-105 Westbound Off-Ramp at Central Avenue</u>

- Number of Lanes (off freeway mainline): 1 lane
- Total Ramp Length: 1,060 feet
- Length of Auxiliary Lane: none provided
- Intersection Approach Lanes: 1 left-turn, 1 shared left-turn/through/right-turn, 1 right-turn

All of the study off-ramp intersection approaches consist of exclusive left-turn and/or right-turn lanes that are constructed as storage bays on the off-ramps. With the exception of the I-110 Northbound Off-Ramp at El Segundo Boulevard, all study off-ramp intersection approaches are constructed with a total of three (3) lanes: one left-turn lane, one shared left-turn/through/right-turn lane, and one right-turn lane. The I-110 Northbound Off-Ramp at El Segundo Boulevard intersection approach is constructed with one left-turn lane and one shared left-turn/right-turn lane. The storage lengths of all shared movement lanes are equal to the total lengths of the off-ramps.

The 95th percentile queue lengths in SYNCHRO were adjusted where queue lengths exceed the storage lengths that are provided. Off-ramp queues exceeding the available left-turn or right-turn storage lengths would spill back into the adjacent shared left-turn/through/right-turn movement ramp lanes and form longer queues in those lanes that what are reported in SYNCHRO. The reported queues exceeding the available storage lengths were adjusted to equal the storage lengths, and the portions of the queue lengths exceeding the storage lengths were added to the queue lengths of the adjacent shared movement lanes (center lane at most of the intersections), which have storage lengths equal to the entire lengths of the off-ramps. At off-ramp intersections with three approach lanes where the reported 95th percentile queues exceed the storage length of only one lane, the spillback queue lengths were divided in half and added equally to the other two lanes where storage capacities are not exceeded. Balancing the spillback queues between two lanes accounts for queued vehicles in the shared movement lane (center lane) moving over to the turn lane with more storage capacity as the center shared lane queue length increases. These adjustments provide more conservative and accurate queue lengths for the off-ramp intersection approach lanes, and provides a more accurate calculation of the maximum extent of off-ramp queue lengths during the peak hours.

The results of the off-ramp queuing analysis under Existing and Existing Plus Project conditions are presented in Table 17. Table 18 presents the results of the Existing Plus Cumulative Traffic conditions off-ramp queuing analysis, without and with the proposed project. SYNCHRO queuing analysis worksheets are provided in Appendix E.

As shown in Tables 17 and 18, the reported 95th percentile queue lengths exceed the available storage lengths of the following off-ramp intersection approach lanes:

<u>I-110 Southbound Off-Ramp at El Segundo Boulevard</u>

- Southbound Left-Turn Lane (AM Peak Hour: Existing Plus Project, Existing Plus Cumulative Traffic Without and With Project)
- Southbound Right-Turn Lane (AM Peak Hour: Existing, Existing Plus Project, Existing Plus Cumulative Traffic Without and With Project)

<u>I-105 Eastbound Off-Ramp at Central Avenue</u>

- Eastbound Left-Turn Lane (AM/PM Peak Hours: Existing, Existing Plus Project, Existing Plus Cumulative Traffic Without and With Project)

Tables 17 and 18 show that the adjusted 95th percentile queue lengths are not forecast to exceed the total lengths of the study off-ramps under any of the analysis scenarios without or with the proposed project. The analysis results show that the maximum off-ramp queues during the peak hours are not forecast to spill back into the freeway mainline lanes (or auxiliary lanes if provided) either without or with the addition of project-related traffic; therefore, no project-related queuing impacts were identified.

Table 17
Peak Hour Off-Ramp Intersection Queuing Analysis
Existing / Existing Plus Project Conditions

Ramp and Intersection Approach Lane	# Lanes	Storage Length (feet)	Existing Conditions						Existing Plus Project Conditions					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			Volume Per Lane [1]	*Reported 95% Queue (feet)*	*Adjusted 95% Queue [2] (feet)*	Volume Per Lane [1]	*Reported 95% Queue (feet)*	*Adjusted 95% Queue [2] (feet)*	Volume Per Lane [1]	*Reported 95% Queue (feet)*	*Adjusted 95% Queue [2] (feet)*	Volume Per Lane [1]	*Reported 95% Queue (feet)*	*Adjusted 95% Queue [2] (feet)*
I-110 Southbound Off-Ramp at El Segundo Boulevard														
SB Left-Turn	1	490'	420	*487'*	*490'*	270	*300'*	NA [4]	428	***498'***	*490'*	282	*317'*	NA [4]
SB Left-Turn/Through/ Right-Turn (shared)	1	840' [3]	407	*445'*	*640'*	264	*194'*	NA [4]	400	*435'*	*652'*	272	*204'*	NA [4]
SB Right-Turn	1	180'	393	***378'***	*180'*	250	*63'*	NA [4]	401	***389'***	*180'*	254	*63'*	NA [4]
I-110 Northbound Off-Ramp at El Segundo Boulevard														
NB Left-Turn	1	500'	411	*352'*	NA [4]	242	*167'*	NA [4]	415	*356'*	NA [4]	254	*174'*	NA [4]
NB Left-Turn/ Right-Turn (shared)	1	1,420' [3]	410	*352'*	NA [4]	241	*167'*	NA [4]	415	*356'*	NA [4]	253	*174'*	NA [4]
I-105 Eastbound Off-Ramp at Central Avenue														
EB Left-Turn	1	220'	311	***282'***	*220'*	385	***330'***	*220'*	311	***282'***	*220'*	395	***342'***	*220'*
EB Left-Turn/Through/ Right-Turn (shared)	1	1,370' [3]	306	*266'*	*297'*	391	*332'*	*387'*	312	*270'*	*301'*	402	*341'*	*402'*
EB Right-Turn	1	740'	281	*85'*	*116'*	348	*186'*	*241'*	285	*98'*	*129'*	355	*210'*	*271'*
I-105 Westbound Off-Ramp at Central Avenue														
WB Left-Turn	1	585'	148	*160'*	NA [4]	248	*237'*	NA [4]	157	*169'*	NA [4]	270	*280'*	NA [4]
WB Left-Turn/Through/ Right-Turn (shared)	1	1,060' [3]	189	*72'*	NA [4]	301	*187'*	NA [4]	190	*74'*	NA [4]	303	*196'*	NA [4]
WB Right-Turn	1	345'	186	*69'*	NA [4]	296	*180'*	NA [4]	186	*71'*	NA [4]	296	*187'*	NA [4]

Note: Reported 95th percentile queues exceeding storage lengths are indicated in **bold**.

[1] Peak hour volume per lane is derived from the SYNCHRO calculation worksheets used in this queuing analysis. SYNCHRO includes the peak hour factor (PHF) in the vehicles per hour per lane (vphpl) calculations (shown as "Lane Group Flow" in the SYNCHRO output worksheets). The total volumes with PHF factors are included in the queuing analysis calculations, but the volumes shown in this table do not include the total PHF volumes in order to provide the "true" volume rather than a factored volume calculation.

[2] The 95th percentile queue lengths in SYNCHRO were adjusted where queue lengths exceed the storage lengths that are provided.

[3] Total length of off-ramp from gore off freeway mainline to intersection stop bar.

[4] NA = Not Applicable. Reported 95th percentile queue lengths were not adjusted where left-turn or right-turn storage lengths were not exceeded.

Table 18
Peak Hour Off-Ramp Intersection Queuing Analysis
Existing Plus Cumulative Traffic Conditions Without and With Project

Ramp and Intersection Approach Lane	# Lanes	Storage Length (feet)	Existing Plus Cumulative Traffic Without Project						Existing Plus Cumulative Traffic With Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			Volume Per Lane [1]	*Reported 95% Queue (feet)*	*Adjusted 95% Queue [2] (feet)*	Volume Per Lane [1]	*Reported 95% Queue (feet)*	*Adjusted 95% Queue [2] (feet)*	Volume Per Lane [1]	*Reported 95% Queue (feet)*	*Adjusted 95% Queue [2] (feet)*	Volume Per Lane [1]	*Reported 95% Queue (feet)*	*Adjusted 95% Queue [2] (feet)*
I-110 Southbound Off-Ramp at El Segundo Boulevard														
SB Left-Turn	1	490'	429	***505'***	*490'*	275	*318'*	NA [4]	432	***507'***	*490'*	286	*334'*	NA [4]
SB Left-Turn/Through/ Right-Turn (shared)	1	840' [3]	401	*435'*	*660'*	269	*204'*	NA [4]	407	*446'*	*673'*	278	*232'*	NA [4]
SB Right-Turn	1	180'	401	***390'***	*180'*	254	*64'*	NA [4]	401	***390'***	*180'*	258	*65'*	NA [4]
I-110 Northbound Off-Ramp at El Segundo Boulevard														
NB Left-Turn	1	500'	420	*361'*	NA [4]	251	*172'*	NA [4]	424	*367'*	NA [4]	262	*178'*	NA [4]
NB Left-Turn/ Right-Turn (shared)	1	1,420' [3]	419	*361'*	NA [4]	250	*172'*	NA [4]	424	*367'*	NA [4]	263	*178'*	NA [4]
I-105 Eastbound Off-Ramp at Central Avenue														
EB Left-Turn	1	220'	339	***316'***	*220'*	407	***391'***	*220'*	345	***325'***	*220'*	417	***407'***	*220'*
EB Left-Turn/Through/ Right-Turn (shared)	1	1,370' [3]	329	*282'*	*330'*	410	*382'*	*468'*	331	*281'*	*334'*	419	*394'*	*488'*
EB Right-Turn	1	740'	310	*124'*	*172*	365	*214'*	*299'*	312	*137'*	*189'*	374	*236'*	*329'*
I-105 Westbound Off-Ramp at Central Avenue														
WB Left-Turn	1	585'	151	*164'*	NA [4]	256	*278'*	NA [4]	160	*178'*	NA [4]	278	*303'*	NA [4]
WB Left-Turn/Through/ Right-Turn (shared)	1	1,060' [3]	189	*76'*	NA [4]	302	*198'*	NA [4]	190	*78'*	NA [4]	304	*206'*	NA [4]
WB Right-Turn	1	345'	186	*73'*	NA [4]	296	*191'*	NA [4]	186	*74'*	NA [4]	296	*197'*	NA [4]

Note: Reported 95th percentile queues exceeding storage lengths are indicated in **bold**.

[1] Peak hour volume per lane is derived from the SYNCHRO calculation worksheets used in this queuing analysis. SYNCHRO includes the peak hour factor (PHF) in the vehicles per hour per lane (vphpl) calculations (shown as "Lane Group Flow" in the SYNCHRO output worksheets). The total volumes with PHF factors are included in the queuing analysis calculations, but the volumes shown in this table do not include the total PHF volumes in order to provide the "true" volume rather than a factored volume calculation.

[2] The 95th percentile queue lengths in SYNCHRO were adjusted where queue lengths exceed the storage lengths that are provided.

[3] Total length of off-ramp from gore off freeway mainline to intersection stop bar.

[4] NA = Not Applicable. Reported 95th percentile queue lengths were not adjusted where left-turn or right-turn storage lengths were not exceeded.

SUMMARY AND CONCLUSIONS

This Traffic Impact Analysis (TIA) Report analyzed the forecast traffic impact of the proposed Earvin Magic Johnson Park Master Plan Project located in Willowbrook, a large urbanized community in unincorporated Los Angeles County adjacent to the City of Los Angeles and the City of Compton. The Earvin Magic Johnson Park Master Plan Project proposes to redevelop and expand the existing 104-acre park into a 126-acre park that includes the former 16-acre Ujima Village Housing Project and former 6-acre Honey's Little Angels Learning Center. The proposed project will include new recreational facilities and amenities such as a sports complex/stadium, community center, aquatics center, equestrian center, and a relocated County Department of Parks and Recreation South Agency headquarters.

The proposed Earvin Magic Johnson Park Master Plan Project is forecast to generate a net increase of approximately 3,489 trips per day, which includes a net increase of approximately 208 a.m. peak hour trips and a net increase of approximately 699 p.m. peak hour trips.

The findings of this Traffic Impact Analysis showed that under Existing Plus Project conditions, the addition of project-related trips to existing traffic at the intersection of I-110 Northbound Ramps / El Segundo Boulevard is forecast to result in a significant impact during the p.m. peak hour, and mitigation measures are required. The following improvement is recommended to mitigate the significant impact to a level of insignificance under Existing Plus Project conditions:

- **Mitigation Measure #1 – I-110 Northbound Ramps / El Segundo Boulevard:** Restripe eastbound exclusive right turn lane at the intersection of I-110 Northbound Ramps / El Segundo Boulevard to a shared through/right-turn lane. This improvement will require modifying the signal to remove the existing eastbound right-turn overlap phase at the intersection. Due to the short distance between the I-110 Northbound Ramps and Figueroa Street (approximately 475 feet), it is also recommended that the existing eastbound right-turn lane at El Segundo Boulevard / Figueroa Street be restriped to a shared through/right-turn lane to avoid a "trap" right-turn lane at the eastbound approach of the intersection.

The findings of this Traffic Impact Analysis showed that under Existing Plus Cumulative Traffic conditions, the addition of project-related trips to the following intersections would result in significant impacts during the p.m. peak hour:

- I-110 Northbound Ramps / El Segundo Boulevard
- Central Avenue / 120th Street

The following improvements were recommended to mitigate the significant impacts to levels of insignificance under Existing Plus Cumulative Traffic With Project conditions:

- **Mitigation Measure #1 – I-110 Northbound Ramps / El Segundo Boulevard (Mitigated under Existing Plus Project Conditions):** Restripe eastbound exclusive right turn lane at the intersection of I-110 Northbound Ramps / El Segundo Boulevard to a shared through/right-turn lane. This improvement will require modifying the signal to remove the existing eastbound right-turn overlap phase at the intersection. Due to the short distance between the I-110 Northbound Ramps and Figueroa Street (approximately 475 feet), it is also recommended that the existing eastbound right-turn lane at El Segundo Boulevard / Figueroa Street be restriped to a shared through/right-turn lane to avoid a "trap" right-turn lane at the eastbound approach of the intersection.

- **<u>Mitigation Measure #2 – Central Avenue / 120th Street</u>:** Restripe southbound approach to provide an exclusive southbound right-turn lane.

The mitigated project conditions analysis results show that the recommended mitigation measures would improve operations to levels of insignificance under all impacted scenarios with the proposed project.

A signal warrant analysis was performed at the unsignalized intersection of El Segundo Boulevard / Clovis Avenue under all scenarios evaluated in this TIA Report. The Peak Hour Warrant (Warrant 3) of the 2012 California MUTCD was used to perform the signal warrant analysis. The results of the signal warrant analysis showed that the Peak Hour Warrant (Warrant 3) was not satisfied under any of the analysis scenarios without or with the proposed project.

The results of the queuing analysis performed for the freeway off-ramps of the monitored CMP intersections showed the 95th percentile queue lengths are not forecast to exceed the total lengths of the study off-ramps under any of the analysis scenarios without or with the proposed project. The 95th percentile off-ramp queues during the peak hours are not forecast to spill back into the freeway mainline lanes (or auxiliary lanes if provided) either without or with the addition of project-related traffic; therefore, no project-related queuing impacts were identified.

APPENDIX A

Traffic Count Data

Average Daily Traffic (ADT) Counts

Counts Unlimited, Inc

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

City of Los Angeles
El Segundo Boulevard
B/ Broadway - Main Street
24 Hour Directional Volume Count

LAC001
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		27	134			29	166				
12:15		24	153			20	156				
12:30		16	133			16	170				
12:45		26	176	93	596	13	150	78	642	171	1238
01:00		10	153			13	178				
01:15		8	152			5	175				
01:30		21	137			7	170				
01:45		20	163	59	605	3	159	28	682	87	1287
02:00		6	147			9	178				
02:15		11	187			8	199				
02:30		10	220			11	159				
02:45		8	220	35	774	11	**189**	39	725	74	1499
03:00		5	282			13	**215**				
03:15		13	257			14	**189**				
03:30		8	324			15	**214**				
03:45		3	350	29	1213	22	176	64	794	93	2007
04:00		9	330			25	184				
04:15		8	311			29	196				
04:30		10	330			44	200				
04:45		29	**353**	56	1324	57	163	155	743	211	2067
05:00		23	**302**			44	212				
05:15		29	**361**			81	168				
05:30		39	**355**			128	217				
05:45		63	311	154	1329	164	193	417	790	571	2119
06:00		64	264			144	187				
06:15		55	289			158	145				
06:30		85	227			237	144				
06:45		128	218	332	998	283	161	822	637	1154	1635
07:00		121	185			227	134				
07:15		123	179			**293**	127				
07:30		**135**	145			**357**	128				
07:45		**153**	146	532	655	**295**	114	1172	503	1704	1158
08:00		**151**	136			**237**	113				
08:15		**128**	125			218	107				
08:30		132	111			215	89				
08:45		136	116	547	488	176	95	846	404	1393	892
09:00		114	96			157	65				
09:15		122	85			157	83				
09:30		102	80			138	61				
09:45		125	64	463	325	169	65	621	274	1084	599
10:00		132	51			123	44				
10:15		136	85			141	43				
10:30		122	53			149	44				
10:45		110	70	500	259	134	46	547	177	1047	436
11:00		127	54			138	37				
11:15		144	61			136	33				
11:30		138	31			145	31				
11:45		106	49	515	195	149	27	568	128	1083	323
Total		3315	8761	3315	8761	5357	6499	5357	6499	8672	15260
Combined Total		12076		12076		11856		11856		23932	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	567	-	-	-	1182	-	-	-	-	-
P.H.F.		0.926				0.828					
PM Peak	-	-	04:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	1371	-	-	-	807	-	-	-	-
P.H.F.			0.949				0.938				
Percentage		27.5%	72.5%			45.2%	54.8%				
ADT/AADT		ADT 23,932		AADT 23,932							

Counts Unlimited, Inc

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City of Los Angeles
El Segundo Boulevard
B/ Main Street - San Pedro Street
24 Hour Directional Volume Count

LAC002
Site Code: 122-14167

Start	22-Apr-14	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		23	129			21	149				
12:15		28	154			14	168				
12:30		22	128			12	140				
12:45		28	164	101	575	10	161	57	618	158	1193
01:00		12	150			10	160				
01:15		10	150			7	181				
01:30		21	134			6	158				
01:45		19	175	62	609	5	181	28	680	90	1289
02:00		11	166			10	180				
02:15		15	182			8	171				
02:30		16	222			9	**194**				
02:45		9	194	51	764	14	**203**	41	748	92	1512
03:00		12	277			13	**171**				
03:15		14	267			11	**202**				
03:30		12	297			20	172				
03:45		2	344	40	1185	16	176	60	721	100	1906
04:00		8	328			26	177				
04:15		11	310			40	183				
04:30		14	328			55	183				
04:45		15	**344**	48	1310	42	183	163	726	211	2036
05:00		22	**332**			75	177				
05:15		21	**362**			111	179				
05:30		36	**348**			159	174				
05:45		51	298	130	1340	136	177	481	707	611	2047
06:00		53	262			156	153				
06:15		53	279			245	148				
06:30		74	227			273	150				
06:45		106	201	286	969	**255**	150	929	601	1215	1570
07:00		101	194			**273**	140				
07:15		98	183			**354**	143				
07:30		122	141			**302**	131				
07:45		145	156	466	674	233	124	1162	538	1628	1212
08:00		117	135			221	112				
08:15		114	123			214	92				
08:30		105	115			178	91				
08:45		109	111	445	484	163	73	776	368	1221	852
09:00		98	94			141	81				
09:15		103	89			132	59				
09:30		82	85			163	61				
09:45		124	66	407	334	122	53	558	254	965	588
10:00		130	53			126	39				
10:15		134	68			138	49				
10:30		109	55			124	40				
10:45		**123**	72	496	248	139	35	527	163	1023	411
11:00		**139**	52			131	40				
11:15		**138**	47			121	28				
11:30		**135**	33			149	21				
11:45		109	35	521	167	165	21	566	110	1087	277
Total		3053	8659	3053	8659	5348	6234	5348	6234	8401	14893
Combined Total		11712		11712		11582		11582		23294	
AM Peak	-	10:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	535	-	-	-	1184	-	-	-	-	-
P.H.F.		0.962				0.836					
PM Peak	-	-	04:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	1386	-	-	-	770	-	-	-	-
P.H.F.			0.957				0.948				
Percentage		26.1%	73.9%			46.2%	53.8%				
ADT/AADT		ADT 23,294		AADT 23,294							

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City of Los Angeles
El Segundo Boulevard
B/ San Pedro Street - Avalon Boulevard
24 Hour Directional Volume Count

LAC003
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		22	118			14	139				
12:15		17	125			15	141				
12:30		19	115			9	146				
12:45		19	150	77	508	8	133	46	559	123	1067
01:00		14	127			7	142				
01:15		14	133			8	144				
01:30		13	135			5	146				
01:45		16	170	57	565	6	139	26	571	83	1136
02:00		8	158			5	148				
02:15		13	167			4	177				
02:30		15	209			9	144				
02:45		9	199	45	733	13	141	31	610	76	1343
03:00		10	254			5	176				
03:15		10	245			11	148				
03:30		15	296			8	167				
03:45		3	314	38	1109	7	165	31	656	69	1765
04:00		7	319			16	156				
04:15		10	288			20	157				
04:30		10	324			35	180				
04:45		14	**326**	41	1257	54	170	125	663	166	1920
05:00		22	**330**			29	**159**				
05:15		24	**332**			64	**170**				
05:30		31	**348**			82	**182**				
05:45		47	314	124	1324	120	**178**	295	689	419	2013
06:00		49	257			105	158				
06:15		53	268			137	157				
06:30		71	214			208	127				
06:45		108	194	281	933	232	141	682	583	963	1516
07:00		84	186			**216**	134				
07:15		87	165			**219**	139				
07:30		115	130			**273**	134				
07:45		132	168	418	649	**240**	127	948	534	1366	1183
08:00		107	128			203	103				
08:15		113	121			181	106				
08:30		104	111			172	83				
08:45		96	115	420	475	153	96	709	388	1129	863
09:00		98	98			131	67				
09:15		95	74			133	67				
09:30		90	77			111	57				
09:45		113	53	396	302	138	53	513	244	909	546
10:00		122	48			110	39				
10:15		121	50			108	35				
10:30		99	43			111	37				
10:45		**116**	56	458	197	98	31	427	142	885	339
11:00		**115**	39			125	30				
11:15		**123**	34			111	24				
11:30		**134**	27			108	19				
11:45		103	25	475	125	133	13	477	86	952	211
Total		2830	8177	2830	8177	4310	5725	4310	5725	7140	13902
Combined Total		11007		11007		10035		10035		21042	
AM Peak	-	10:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	488	-	-	-	948	-	-	-	-	-
P.H.F.		0.910				0.868					
PM Peak	-	-	04:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	1336	-	-	-	689	-	-	-	-
P.H.F.			0.960				0.946				
Percentage		25.7%	74.3%			42.9%	57.1%				
ADT/AADT		ADT 21,042		AADT 21,042							

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City of Los Angeles
El Segundo Boulevard
B/ Avalon Boulevard - Wadsworth Avenue
24 Hour Directional Volume Count

LAC004
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	121			9	153				
12:15		21	130			15	149				
12:30		22	147			12	155				
12:45		19	141	78	539	10	139	46	596	124	1135
01:00		11	132			4	160				
01:15		19	121			6	162				
01:30		15	161			6	139				
01:45		16	159	61	573	7	143	23	604	84	1177
02:00		7	174			6	137				
02:15		15	185			4	156				
02:30		12	220			4	126				
02:45		8	215	42	794	16	155	30	574	72	1368
03:00		14	270			8	179				
03:15		10	241			13	**179**				
03:30		11	315			6	**181**				
03:45		5	351	40	1177	14	**164**	41	703	81	1880
04:00		8	333			11	**180**				
04:15		14	298			19	165				
04:30		12	333			35	191				
04:45		17	**350**	51	1314	56	162	121	698	172	2012
05:00		17	**356**			33	172				
05:15		20	**351**			69	168				
05:30		37	**357**			85	184				
05:45		49	334	123	1398	144	162	331	686	454	2084
06:00		52	274			113	171				
06:15		45	285			162	140				
06:30		65	212			207	129				
06:45		102	186	264	957	238	139	720	579	984	1536
07:00		92	187			**235**	136				
07:15		98	175			**245**	119				
07:30		108	145			**324**	126				
07:45		110	154	408	661	**265**	137	1069	518	1477	1179
08:00		122	128			220	89				
08:15		104	120			196	85				
08:30		105	109			175	81				
08:45		87	110	418	467	163	79	754	334	1172	801
09:00		110	96			156	75				
09:15		96	77			122	68				
09:30		87	84			129	45				
09:45		112	55	405	312	139	52	546	240	951	552
10:00		124	58			121	40				
10:15		117	51			103	34				
10:30		103	48			119	39				
10:45		103	56	447	213	126	34	469	147	916	360
11:00		**129**	43			118	25				
11:15		**125**	36			106	26				
11:30		**134**	30			122	20				
11:45		**123**	24	511	133	144	13	490	84	1001	217
Total		2848	8538	2848	8538	4640	5763	4640	5763	7488	14301
Combined Total		11386		11386		10403		10403		21789	
AM Peak	-	11:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	511	-	-	-	1069	-	-	-	-	-
P.H.F.		0.953				0.825					
PM Peak	-	-	04:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	1414	-	-	-	704	-	-	-	-
P.H.F.			0.990				0.972				
Percentage		25.0%	75.0%			44.6%	55.4%				
ADT/AADT		ADT 21,789		AADT 21,789							

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City of Los Angeles
El Segundo Boulevard
B/ Wadsworth Avenue - Clovis Avenue
24 Hour Directional Volume Count

LAC005
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	115			9	146				
12:15		22	110			13	144				
12:30		19	130			9	148				
12:45		13	147	67	502	4	128	35	566	102	1068
01:00		10	123			3	147				
01:15		16	105			4	147				
01:30		12	155			3	136				
01:45		16	143	54	526	6	141	16	571	70	1097
02:00		10	163			4	131				
02:15		13	173			4	150				
02:30		14	199			2	128				
02:45		5	192	42	727	11	158	21	567	63	1294
03:00		17	269			8	155				
03:15		10	225			9	168				
03:30		11	293			3	183				
03:45		4	364	42	1151	10	166	30	672	72	1823
04:00		12	316			8	177				
04:15		15	284			17	147				
04:30		11	329			30	181				
04:45		19	**342**	57	1271	50	166	105	671	162	1942
05:00		18	**350**			36	162				
05:15		22	**338**			65	**175**				
05:30		42	**346**			82	**190**				
05:45		45	326	127	1360	137	**166**	320	693	447	2053
06:00		51	273			119	**194**				
06:15		46	291			154	144				
06:30		56	201			186	126				
06:45		109	200	262	965	236	131	695	595	957	1560
07:00		89	183			223	113				
07:15		94	168			**233**	114				
07:30		111	140			**315**	122				
07:45		103	162	397	653	**278**	125	1049	474	1446	1127
08:00		134	118			**230**	85				
08:15		113	121			181	77				
08:30		109	96			160	81				
08:45		89	93	445	428	162	72	733	315	1178	743
09:00		112	104			147	72				
09:15		99	73			123	67				
09:30		90	76			128	41				
09:45		104	55	405	308	135	50	533	230	938	538
10:00		122	50			116	34				
10:15		108	53			104	32				
10:30		110	43			105	32				
10:45		103	52	443	198	120	30	445	128	888	326
11:00		**129**	46			120	23				
11:15		**121**	27			104	24				
11:30		**131**	31			114	19				
11:45		**126**	21	507	125	144	13	482	79	989	204
Total		2848	8214	2848	8214	4464	5561	4464	5561	7312	13775
Combined Total		11062		11062		10025		10025		21087	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	507	-	-	-	1056	-	-	-	-	-
P.H.F.		0.968				0.838					
PM Peak	-	-	04:45	-	-	-	05:15	-	-	-	-
Vol.	-	-	1376	-	-	-	725	-	-	-	-
P.H.F.			0.983				0.934				
Percentage		25.7%	74.3%			44.5%	55.5%				
ADT/AADT		ADT 21,087		AADT 21,087							

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City of Los Angeles
120th Street
B/ Avalon Boulevard - Central Avenue
24 Hour Directional Volume Count

LAC006
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	72			7	61				
12:15		6	64			9	60				
12:30		8	60			5	78				
12:45		7	71	28	267	5	77	26	276	54	543
01:00		7	75			5	81				
01:15		4	67			6	73				
01:30		7	92			8	63				
01:45		2	89	20	323	5	57	24	274	44	597
02:00		3	81			4	72				
02:15		1	85			3	84				
02:30		8	102			2	69				
02:45		5	123	17	391	7	67	16	292	33	683
03:00		8	135			4	85				
03:15		10	147			8	**163**				
03:30		9	119			4	**116**				
03:45		6	124	33	525	0	**105**	16	469	49	994
04:00		7	129			4	**94**				
04:15		8	135			4	91				
04:30		11	**136**			7	105				
04:45		4	**138**	30	538	8	96	23	386	53	924
05:00		13	**156**			8	87				
05:15		18	**150**			9	86				
05:30		30	119			22	77				
05:45		19	130	80	555	18	94	57	344	137	899
06:00		31	150			33	98				
06:15		31	113			38	76				
06:30		52	104			48	73				
06:45		48	94	162	461	71	77	190	324	352	785
07:00		75	69			74	71				
07:15		77	85			**117**	68				
07:30		**129**	66			**139**	53				
07:45		**133**	67	414	287	**194**	52	524	244	938	531
08:00		**97**	60			**99**	64				
08:15		**78**	59			83	60				
08:30		69	42			51	45				
08:45		71	37	315	198	63	50	296	219	611	417
09:00		72	51			63	52				
09:15		60	29			59	37				
09:30		66	26			55	43				
09:45		58	20	256	126	72	28	249	160	505	286
10:00		70	27			41	33				
10:15		61	26			58	30				
10:30		53	23			63	18				
10:45		49	23	233	99	51	17	213	98	446	197
11:00		47	24			58	21				
11:15		81	20			68	20				
11:30		71	16			58	23				
11:45		68	10	267	70	49	11	233	75	500	145
Total		1855	3840	1855	3840	1867	3161	1867	3161	3722	7001
Combined Total		5695		5695		5028		5028		10723	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	437	-	-	-	549	-	-	-	-	-
P.H.F.		0.821				0.707					
PM Peak	-	-	04:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	580	-	-	-	478	-	-	-	-
P.H.F.			0.929				0.733				
Percentage		32.6%	67.4%			37.1%	62.9%				
ADT/AADT		ADT 10,723		AADT 10,723							

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City of Los Angeles
El Segundo Boulevard
B/ Central Avenue - Compton Avenue
24 Hour Directional Volume Count

LAC007
Site Code: 122-14167

Start	22-Apr-14	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	103			9	113				
12:15		18	116			16	101				
12:30		15	108			10	121				
12:45		19	119	69	446	8	113	43	448	112	894
01:00		6	109			3	108				
01:15		11	85			6	110				
01:30		12	132			7	108				
01:45		8	114	37	440	7	110	23	436	60	876
02:00		10	143			5	113				
02:15		9	155			3	109				
02:30		11	176			3	114				
02:45		5	180	35	654	14	122	25	458	60	1112
03:00		10	228			6	138				
03:15		10	228			9	132				
03:30		8	259			8	162				
03:45		5	313	33	1028	12	148	35	580	68	1608
04:00		6	293			9	157				
04:15		9	285			18	137				
04:30		15	321			26	156				
04:45		15	311	45	1210	40	170	93	620	138	1830
05:00		12	**326**			35	149				
05:15		8	**323**			56	**162**				
05:30		19	**320**			85	**139**				
05:45		31	**324**	70	1293	124	**167**	300	617	370	1910
06:00		38	237			93	**170**				
06:15		34	282			126	134				
06:30		48	190			196	98				
06:45		92	183	212	892	208	110	623	512	835	1404
07:00		61	175			**194**	95				
07:15		84	152			**231**	86				
07:30		115	148			**266**	105				
07:45		100	137	360	612	**234**	91	925	377	1285	989
08:00		106	124			178	78				
08:15		85	116			144	68				
08:30		90	100			156	67				
08:45		73	84	354	424	143	59	621	272	975	696
09:00		92	87			105	67				
09:15		97	64			94	50				
09:30		82	67			113	39				
09:45		69	50	340	268	122	33	434	189	774	457
10:00		100	50			70	31				
10:15		94	57			72	31				
10:30		93	47			111	26				
10:45		**102**	54	389	208	98	35	351	123	740	331
11:00		**95**	35			100	24				
11:15		**110**	22			100	17				
11:30		**100**	31			93	20				
11:45		101	27	406	115	119	9	412	70	818	185
Total		2350	7590	2350	7590	3885	4702	3885	4702	6235	12292
Combined Total		9940		9940		8587		8587		18527	
AM Peak	-	10:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	407	-	-	-	925	-	-	-	-	-
P.H.F.		0.925				0.869					
PM Peak	-	-	05:00	-	-	-	05:15	-	-	-	-
Vol.	-	-	1293	-	-	-	638	-	-	-	-
P.H.F.			0.992				0.938				
Percentage		23.6%	76.4%			45.2%	54.8%				
ADT/AADT		ADT 18,527		AADT 18,527							

Counts Unlimited, Inc

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City of Los Angeles
Central Avenue
B/ Interstate 105 Ramps - 120th Street
24 Hour Directional Volume Count

LAC008
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		60	192			37	131				
12:15		45	183			40	143				
12:30		33	179			19	167				
12:45		30	177	168	731	18	145	114	586	282	1317
01:00		27	191			16	172				
01:15		18	189			21	148				
01:30		18	217			19	163				
01:45		41	229	104	826	15	153	71	636	175	1462
02:00		15	210			20	164				
02:15		18	202			14	176				
02:30		28	209			14	162				
02:45		23	238	84	859	16	214	64	716	148	1575
03:00		26	222			9	166				
03:15		28	234			14	175				
03:30		36	217			20	190				
03:45		23	225	113	898	21	172	64	703	177	1601
04:00		39	242			22	192				
04:15		51	206			32	214				
04:30		62	**272**			50	204				
04:45		67	**237**	219	957	47	229	151	839	370	1796
05:00		89	**276**			36	220				
05:15		116	**268**			60	228				
05:30		164	229			102	**243**				
05:45		150	239	519	1012	94	**259**	292	950	811	1962
06:00		162	213			77	**236**				
06:15		165	201			106	**230**				
06:30		185	187			105	174				
06:45		192	180	704	781	126	192	414	832	1118	1613
07:00		**210**	168			129	158				
07:15		**232**	169			164	170				
07:30		**240**	142			**177**	183				
07:45		**227**	152	909	631	**230**	152	700	663	1609	1294
08:00		180	171			**193**	142				
08:15		189	148			**198**	163				
08:30		161	150			136	148				
08:45		174	157	704	626	171	170	698	623	1402	1249
09:00		155	133			136	150				
09:15		141	143			150	120				
09:30		145	125			127	122				
09:45		184	109	625	510	136	118	549	510	1174	1020
10:00		184	98			139	95				
10:15		149	99			116	103				
10:30		156	93			117	103				
10:45		176	66	665	356	103	79	475	380	1140	736
11:00		178	70			112	57				
11:15		175	64			112	62				
11:30		198	61			127	69				
11:45		182	58	733	253	135	55	486	243	1219	496
Total		5547	8440	5547	8440	4078	7681	4078	7681	9625	16121
Combined Total		13987		13987		11759		11759		25746	
AM Peak	-	07:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	909	-	-	-	798	-	-	-	-	-
P.H.F.		0.947				0.867					
PM Peak	-	-	04:30	-	-	-	05:30	-	-	-	-
Vol.	-	-	1053	-	-	-	968	-	-	-	-
P.H.F.			0.954				0.934				
Percentage		39.7%	60.3%			34.7%	65.3%				
ADT/AADT		ADT 25,746		AADT 25,746							

Counts Unlimited, Inc

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City of Los Angeles
Central Avenue
B/ 120th Street - El Segundo Boulevard
24 Hour Directional Volume Count

LAC009
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		31	144			37	148				
12:15		26	143			37	156				
12:30		27	150			29	172				
12:45		19	146	103	583	19	157	122	633	225	1216
01:00		16	153			17	168				
01:15		15	168			20	172				
01:30		36	167			25	171				
01:45		13	171	80	659	19	161	81	672	161	1331
02:00		13	170			23	160				
02:15		19	170			22	179				
02:30		20	211			18	160				
02:45		19	169	71	720	23	208	86	707	157	1427
03:00		18	169			11	199				
03:15		22	215			17	223				
03:30		14	196			24	223				
03:45		31	203	85	783	24	194	76	839	161	1622
04:00		27	184			27	217				
04:15		42	**231**			40	219				
04:30		54	**204**			51	216				
04:45		65	**244**	188	863	61	217	179	869	367	1732
05:00		82	**234**			53	**214**				
05:15		117	196			65	**206**				
05:30		103	204			98	**227**				
05:45		119	197	421	831	109	**248**	325	895	746	1726
06:00		137	180			78	212				
06:15		128	162			100	205				
06:30		159	148			121	169				
06:45		**159**	131	583	621	121	174	420	760	1003	1381
07:00		**181**	131			116	155				
07:15		**170**	124			145	165				
07:30		**202**	136			**186**	168				
07:45		146	148	699	539	**204**	149	651	637	1350	1176
08:00		146	126			**174**	133				
08:15		136	143			**169**	133				
08:30		139	123			129	132				
08:45		112	112	533	504	163	139	635	537	1168	1041
09:00		111	107			130	128				
09:15		118	105			132	121				
09:30		149	78			147	101				
09:45		135	88	513	378	117	93	526	443	1039	821
10:00		114	61			138	73				
10:15		115	64			119	74				
10:30		128	48			118	87				
10:45		139	53	496	226	118	69	493	303	989	529
11:00		136	39			115	53				
11:15		147	38			112	41				
11:30		133	38			150	52				
11:45		167	43	583	158	147	52	524	198	1107	356
Total		4355	6865	4355	6865	4118	7493	4118	7493	8473	14358
Combined Total		11220		11220		11611		11611		22831	
AM Peak	-	06:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	712	-	-	-	733	-	-	-	-	-
P.H.F.		0.881				0.898					
PM Peak	-	-	04:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	913	-	-	-	895	-	-	-	-
P.H.F.			0.935				0.902				
Percentage		38.8%	61.2%			35.5%	64.5%				
ADT/AADT		ADT 22,831		AADT 22,831							

Counts Unlimited, Inc

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City of Los Angeles
Central Avenue
B/ El Segundo Boulevard - 131st Street
24 Hour Directional Volume Count

LAC010
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		36	145			29	131				
12:15		26	162			31	127				
12:30		23	126			22	173				
12:45		18	134	103	567	12	130	94	561	197	1128
01:00		15	131			16	129				
01:15		6	150			14	150				
01:30		16	159			25	135				
01:45		29	165	66	605	16	140	71	554	137	1159
02:00		9	151			17	146				
02:15		9	164			18	154				
02:30		13	139			15	141				
02:45		16	189	47	643	15	166	65	607	112	1250
03:00		11	166			8	181				
03:15		17	162			13	179				
03:30		18	213			24	166				
03:45		11	170	57	711	20	185	65	711	122	1422
04:00		27	182			26	189				
04:15		21	179			38	184				
04:30		37	**231**			41	172				
04:45		47	**214**	132	806	53	222	158	767	290	1573
05:00		54	**212**			45	197				
05:15		64	**232**			54	185				
05:30		83	196			98	**212**				
05:45		93	209	294	849	83	**221**	280	815	574	1664
06:00		101	181			62	**199**				
06:15		128	201			90	**188**				
06:30		147	169			108	159				
06:45		136	138	512	689	104	161	364	707	876	1396
07:00		164	144			110	144				
07:15		**183**	140			118	142				
07:30		**193**	147			**140**	144				
07:45		**196**	141	736	572	**173**	151	541	581	1277	1153
08:00		**170**	138			**149**	132				
08:15		146	139			**141**	120				
08:30		128	139			120	107				
08:45		126	103	570	519	141	105	551	464	1121	983
09:00		121	99			102	98				
09:15		114	102			106	96				
09:30		115	94			110	102				
09:45		128	74	478	369	127	77	445	373	923	742
10:00		123	78			111	59				
10:15		102	66			93	65				
10:30		95	69			108	71				
10:45		134	35	454	248	108	59	420	254	874	502
11:00		113	41			111	48				
11:15		132	45			116	40				
11:30		141	36			132	45				
11:45		125	45	511	167	126	44	485	177	996	344
Total		3960	6745	3960	6745	3539	6571	3539	6571	7499	13316
Combined Total		10705		10705		10110		10110		20815	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	742	-	-	-	603	-	-	-	-	-
P.H.F.		0.946				0.871					
PM Peak	-	-	04:30	-	-	-	05:30	-	-	-	-
Vol.	-	-	889	-	-	-	820	-	-	-	-
P.H.F.			0.958				0.928				
Percentage		37.0%	63.0%			35.0%	65.0%				
ADT/AADT		ADT 20,815		AADT 20,815							

Counts Unlimited, Inc

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City of Los Angeles
Avalon Boulevard
B/ 120th Street - El Segundo Boulevard
24 Hour Directional Volume Count

LAC011
Site Code: 122-14167

Start	22-Apr-14	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	116			17	102				
12:15		11	97			11	91				
12:30		13	120			8	118				
12:45		12	116	54	449	5	134	41	445	95	894
01:00		10	125			6	120				
01:15		8	121			7	125				
01:30		8	129			6	165				
01:45		8	132	34	507	12	121	31	531	65	1038
02:00		5	122			5	130				
02:15		8	156			7	134				
02:30		8	142			7	119				
02:45		15	170	36	590	13	145	32	528	68	1118
03:00		7	171			6	**144**				
03:15		6	158			9	**165**				
03:30		11	181			14	**161**				
03:45		5	210	29	720	14	**186**	43	656	72	1376
04:00		8	194			11	143				
04:15		14	218			18	150				
04:30		13	189			40	144				
04:45		16	**213**	51	814	46	159	115	596	166	1410
05:00		16	**185**			26	158				
05:15		20	**221**			39	165				
05:30		30	**213**			86	154				
05:45		32	212	98	831	98	157	249	634	347	1465
06:00		66	185			55	142				
06:15		81	168			88	138				
06:30		86	134			109	132				
06:45		97	138	330	625	149	125	401	537	731	1162
07:00		102	131			108	105				
07:15		**130**	117			123	116				
07:30		**160**	109			**149**	101				
07:45		**193**	106	585	463	**195**	80	575	402	1160	865
08:00		**129**	90			**208**	86				
08:15		106	102			**133**	85				
08:30		109	88			104	57				
08:45		100	62	444	342	102	69	547	297	991	639
09:00		98	74			106	68				
09:15		89	69			87	49				
09:30		102	60			96	59				
09:45		86	53	375	256	91	41	380	217	755	473
10:00		107	35			100	40				
10:15		90	40			104	29				
10:30		86	40			100	29				
10:45		111	33	394	148	110	25	414	123	808	271
11:00		107	35			112	18				
11:15		111	20			104	16				
11:30		114	27			114	19				
11:45		108	27	440	109	116	13	446	66	886	175
Total		2870	5854	2870	5854	3274	5032	3274	5032	6144	10886
Combined Total		8724		8724		8306		8306		17030	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	612	-	-	-	685	-	-	-	-	-
P.H.F.		0.793				0.823					
PM Peak	-	-	04:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	832	-	-	-	656	-	-	-	-
P.H.F.			0.941				0.882				
Percentage		32.9%	67.1%			39.4%	60.6%				
ADT/AADT		ADT 17,030		AADT 17,030							

AM/PM Peak Period Intersection Turning Movement Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: I-110 Southbound On / Off Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : LAC110SESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	I-110 Southbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Southbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	114	0	164	278	58	308	0	366	0	0	0	0	0	132	106	238	882
07:15 AM	84	0	163	247	80	325	0	405	0	0	0	0	0	104	100	204	856
07:30 AM	111	0	175	286	92	396	0	488	0	0	0	0	0	144	125	269	1043
07:45 AM	156	0	239	395	78	347	0	425	0	0	0	0	0	143	126	269	1089
Total	465	0	741	1206	308	1376	0	1684	0	0	0	0	0	523	457	980	3870
08:00 AM	126	1	165	292	61	296	0	357	0	0	0	0	0	140	95	235	884
08:15 AM	120	0	141	261	64	289	0	353	0	0	0	0	0	120	109	229	843
08:30 AM	110	0	156	266	53	260	0	313	0	0	0	0	0	116	91	207	786
08:45 AM	117	1	167	285	49	243	0	292	0	0	0	0	0	106	76	182	759
Total	473	2	629	1104	227	1088	0	1315	0	0	0	0	0	482	371	853	3272
Grand Total	938	2	1370	2310	535	2464	0	2999	0	0	0	0	0	1005	828	1833	7142
Apprch %	40.6	0.1	59.3		17.8	82.2	0		0	0	0		0	54.8	45.2		
Total %	13.1	0	19.2	32.3	7.5	34.5	0	42	0	0	0	0	0	14.1	11.6	25.7	

	I-110 Southbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Southbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	84	0	163	247	80	325	0	405	0	0	0	0	0	104	100	204	856
07:30 AM	111	0	175	286	**92**	**396**	0	**488**	0	0	0	0	0	**144**	125	**269**	1043
07:45 AM	**156**	0	**239**	**395**	78	347	0	425	0	0	0	0	0	143	**126**	269	**1089**
08:00 AM	126	**1**	165	292	61	296	0	357	0	0	0	0	0	140	95	235	884
Total Volume	477	1	742	1220	311	1364	0	1675	0	0	0	0	0	531	446	977	3872
% App. Total	39.1	0.1	60.8		18.6	81.4	0		0	0	0		0	54.4	45.6		
PHF	.764	.250	.776	.772	.845	.861	.000	.858	.000	.000	.000	.000	.000	.922	.885	.908	.889

Counts Unlimited, Inc.
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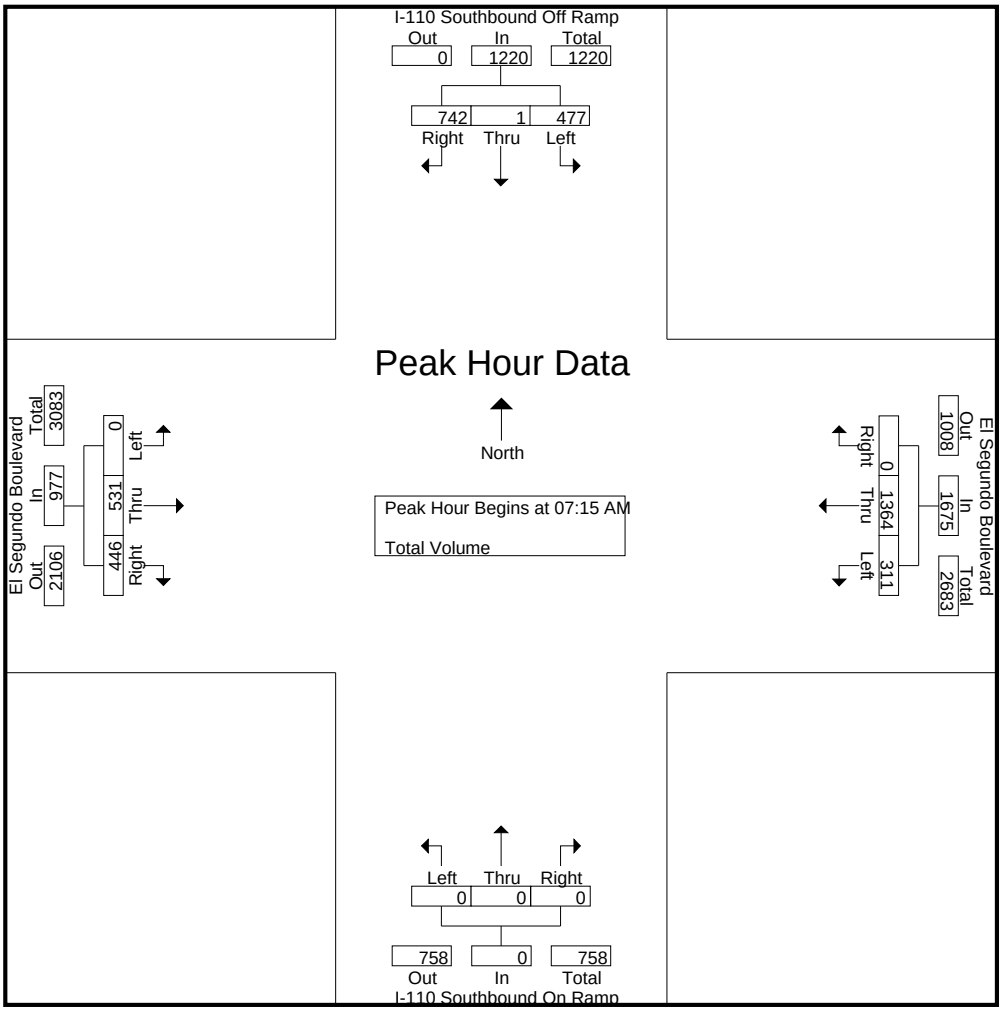
City of Los Angeles
N/S: I-110 Southbound On / Off Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : LAC110SESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	111	0	175	286	58	308	0	366	0	0	0	0	0	**144**	125	**269**
+15 mins.	**156**	0	**239**	**395**	80	325	0	405	0	0	0	0	0	143	**126**	269
+30 mins.	126	**1**	165	292	**92**	**396**	0	**488**	0	0	0	0	0	140	95	235
+45 mins.	120	0	141	261	78	347	0	425	0	0	0	0	0	120	109	229
Total Volume	513	1	720	1234	308	1376	0	1684	0	0	0	0	0	547	455	1002
% App. Total	41.6	0.1	58.3		18.3	81.7	0		0	0	0		0	54.6	45.4	
PHF	.822	.250	.753	.781	.837	.869	.000	.863	.000	.000	.000	.000	.000	.950	.903	.931

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City of Los Angeles
N/S: I-110 Southbound On / Off Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : LAC110SESPM
Site Code : 12214167
Start Date : 4/22/2014
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Groups Printed- Total Volume

	I-110 Southbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Southbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	87	0	87	174	61	155	0	216	0	0	0	0	0	285	157	442	832
04:15 PM	115	0	110	225	43	174	0	217	0	0	0	0	0	291	143	434	876
04:30 PM	107	0	90	197	59	173	0	232	0	0	0	0	0	296	146	442	871
04:45 PM	96	0	85	181	44	189	0	233	0	0	0	0	0	304	156	460	874
Total	405	0	372	777	207	691	0	898	0	0	0	0	0	1176	602	1778	3453
05:00 PM	98	0	83	181	37	170	0	207	0	0	0	0	0	310	154	464	852
05:15 PM	89	0	74	163	42	186	0	228	0	0	0	0	0	262	141	403	794
05:30 PM	94	0	62	156	43	205	0	248	0	0	0	0	0	290	121	411	815
05:45 PM	80	0	62	142	38	216	0	254	0	0	0	0	0	292	140	432	828
Total	361	0	281	642	160	777	0	937	0	0	0	0	0	1154	556	1710	3289
Grand Total	766	0	653	1419	367	1468	0	1835	0	0	0	0	0	2330	1158	3488	6742
Apprch %	54	0	46		20	80	0		0	0	0		0	66.8	33.2		
Total %	11.4	0	9.7	21	5.4	21.8	0	27.2	0	0	0	0	0	34.6	17.2	51.7	

	I-110 Southbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Southbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**115**	0	**110**	**225**	43	174	0	217	0	0	0	0	0	291	143	434	**876**
04:30 PM	107	0	90	197	**59**	173	0	232	0	0	0	0	0	296	146	442	871
04:45 PM	96	0	85	181	44	**189**	0	**233**	0	0	0	0	0	304	**156**	460	874
05:00 PM	98	0	83	181	37	170	0	207	0	0	0	0	0	**310**	154	**464**	852
Total Volume	416	0	368	784	183	706	0	889	0	0	0	0	0	1201	599	1800	3473
% App. Total	53.1	0	46.9		20.6	79.4	0		0	0	0		0	66.7	33.3		
PHF	.904	.000	.836	.871	.775	.934	.000	.954	.000	.000	.000	.000	.000	.969	.960	.970	.991

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File Name : LAC110SESPM
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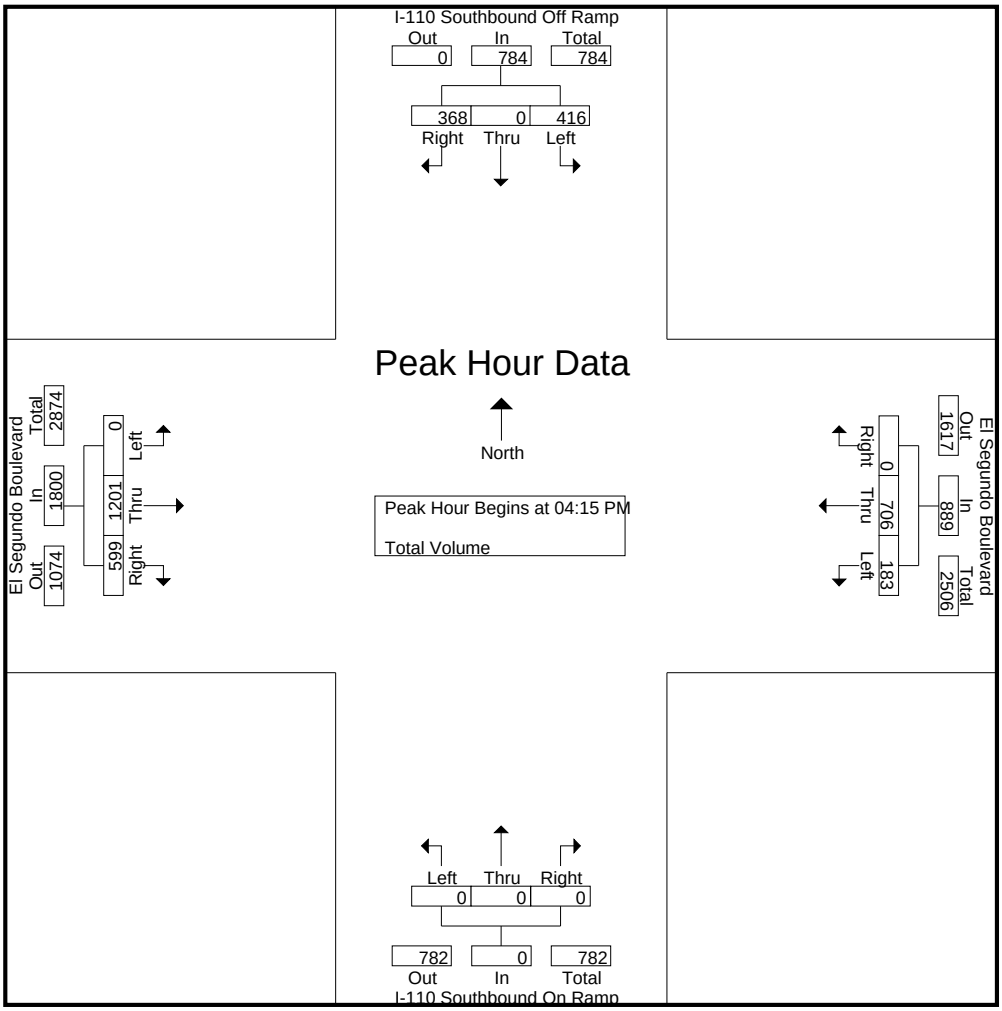

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:00 PM				04:15 PM			
+0 mins.	**115**	0	**110**	**225**	37	170	0	207	0	0	0	0	0	291	143	434
+15 mins.	107	0	90	197	42	186	0	228	0	0	0	0	0	296	146	442
+30 mins.	96	0	85	181	**43**	205	0	248	0	0	0	0	0	304	**156**	460
+45 mins.	98	0	83	181	38	**216**	0	**254**	0	0	0	0	0	**310**	154	**464**
Total Volume	416	0	368	784	160	777	0	937	0	0	0	0	0	1201	599	1800
% App. Total	53.1	0	46.9		17.1	82.9	0		0	0	0		0	66.7	33.3	
PHF	.904	.000	.836	.871	.930	.899	.000	.922	.000	.000	.000	.000	.000	.969	.960	.970

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City of Los Angeles
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Weather: Clear

File Name : LAC110NESAM
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Groups Printed- Total Volume

	I-110 Northbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Northbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	33	205	0	238	165	0	43	208	0	163	76	239	685
07:15 AM	0	0	0	0	41	257	0	298	152	0	48	200	0	128	62	190	688
07:30 AM	0	0	0	0	26	322	0	348	168	0	32	200	0	182	71	253	801
07:45 AM	0	0	0	0	21	262	0	283	162	0	52	214	0	238	60	298	795
Total	0	0	0	0	121	1046	0	1167	647	0	175	822	0	711	269	980	2969
08:00 AM	0	0	0	0	39	204	0	243	152	0	55	207	0	208	65	273	723
08:15 AM	0	0	0	0	35	197	0	232	160	0	30	190	0	199	50	249	671
08:30 AM	0	0	0	0	30	178	0	208	144	0	39	183	0	165	54	219	610
08:45 AM	0	0	0	0	29	175	0	204	124	0	40	164	0	178	40	218	586
Total	0	0	0	0	133	754	0	887	580	0	164	744	0	750	209	959	2590
Grand Total	0	0	0	0	254	1800	0	2054	1227	0	339	1566	0	1461	478	1939	5559
Apprch %	0	0	0		12.4	87.6	0		78.4	0	21.6		0	75.3	24.7		
Total %	0	0	0	0	4.6	32.4	0	36.9	22.1	0	6.1	28.2	0	26.3	8.6	34.9	

	I-110 Northbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Northbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**41**	257	0	298	152	0	48	200	0	128	62	190	688
07:30 AM	0	0	0	0	26	**322**	0	**348**	**168**	0	32	200	0	182	**71**	253	**801**
07:45 AM	0	0	0	0	21	262	0	283	162	0	52	**214**	0	**238**	60	**298**	795
08:00 AM	0	0	0	0	39	204	0	243	152	0	**55**	207	0	208	65	273	723
Total Volume	0	0	0	0	127	1045	0	1172	634	0	187	821	0	756	258	1014	3007
% App. Total	0	0	0		10.8	89.2	0		77.2	0	22.8		0	74.6	25.4		
PHF	.000	.000	.000	.000	.774	.811	.000	.842	.943	.000	.850	.959	.000	.794	.908	.851	.939

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City of Los Angeles
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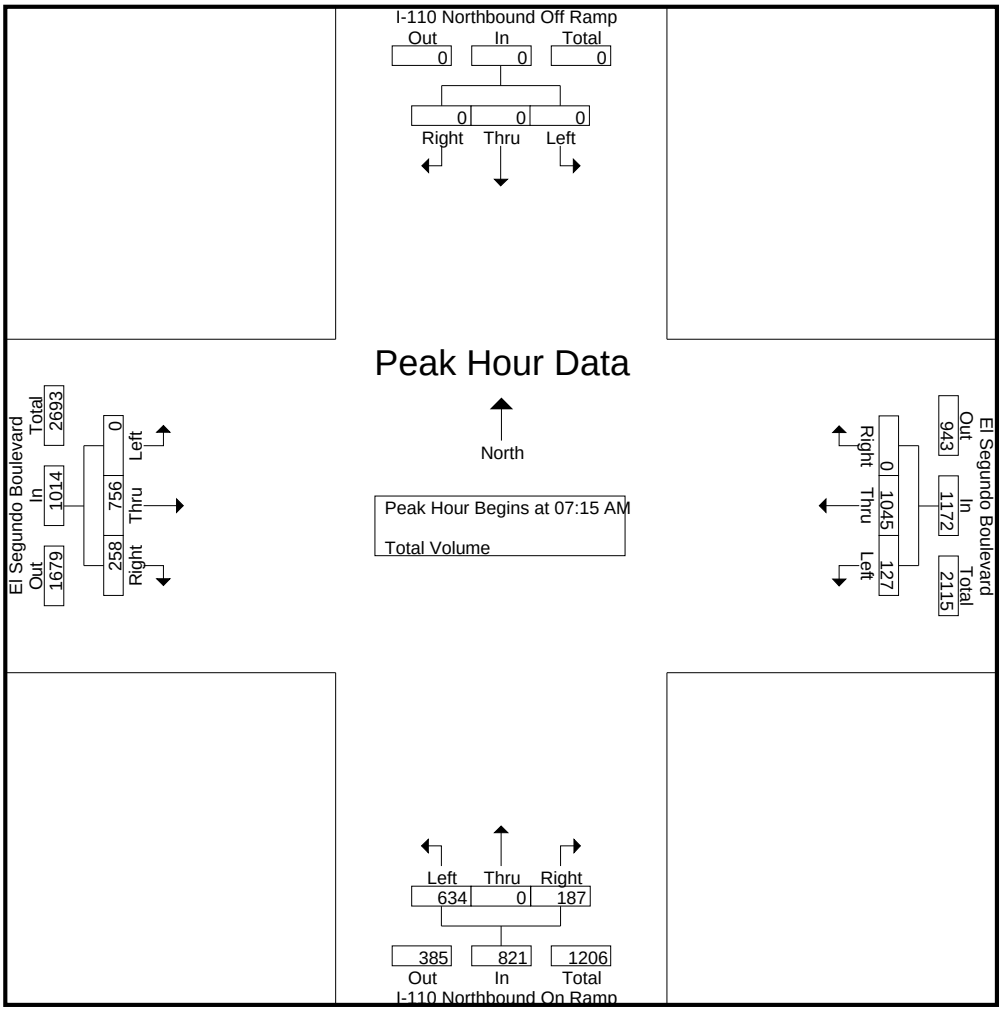

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	0	0	0	0	**41**	257	0	298	165	0	43	208	0	182	**71**	253
+15 mins.	0	0	0	0	26	**322**	0	**348**	152	0	48	200	0	**238**	60	**298**
+30 mins.	0	0	0	0	21	262	0	283	**168**	0	32	200	0	208	65	273
+45 mins.	0	0	0	0	39	204	0	243	162	0	**52**	**214**	0	199	50	249
Total Volume	0	0	0	0	127	1045	0	1172	647	0	175	822	0	827	246	1073
% App. Total	0	0	0		10.8	89.2	0		78.7	0	21.3		0	77.1	22.9	
PHF	.000	.000	.000	.000	.774	.811	.000	.842	.963	.000	.841	.960	.000	.869	.866	.900

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City of Los Angeles
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File Name : LAC110NESPM
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Groups Printed- Total Volume

	I-110 Northbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Northbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	77	171	0	248	55	0	68	123	0	252	116	368	739
04:15 PM	0	0	0	0	59	154	0	213	59	0	65	124	0	322	95	417	754
04:30 PM	0	0	0	0	68	177	0	245	53	0	54	107	0	288	125	413	765
04:45 PM	0	0	0	0	50	168	0	218	79	0	58	137	0	302	101	403	758
Total	0	0	0	0	254	670	0	924	246	0	245	491	0	1164	437	1601	3016
05:00 PM	0	0	0	0	92	157	0	249	67	0	48	115	0	299	115	414	778
05:15 PM	0	0	0	0	81	176	0	257	56	0	72	128	0	254	106	360	745
05:30 PM	0	0	0	0	58	179	0	237	67	0	65	132	0	301	88	389	758
05:45 PM	0	0	0	0	62	176	0	238	80	0	54	134	0	298	75	373	745
Total	0	0	0	0	293	688	0	981	270	0	239	509	0	1152	384	1536	3026
Grand Total	0	0	0	0	547	1358	0	1905	516	0	484	1000	0	2316	821	3137	6042
Apprch %	0	0	0		28.7	71.3	0		51.6	0	48.4		0	73.8	26.2		
Total %	0	0	0	0	9.1	22.5	0	31.5	8.5	0	8	16.6	0	38.3	13.6	51.9	

	I-110 Northbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Northbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	59	154	0	213	59	0	**65**	124	0	**322**	95	**417**	754
04:30 PM	0	0	0	0	68	**177**	0	245	53	0	54	107	0	288	**125**	413	765
04:45 PM	0	0	0	0	50	168	0	218	**79**	0	58	**137**	0	302	101	403	758
05:00 PM	0	0	0	0	**92**	157	0	**249**	67	0	48	115	0	299	115	414	**778**
Total Volume	0	0	0	0	269	656	0	925	258	0	225	483	0	1211	436	1647	3055
% App. Total	0	0	0		29.1	70.9	0		53.4	0	46.6		0	73.5	26.5		
PHF	.000	.000	.000	.000	.731	.927	.000	.929	.816	.000	.865	.881	.000	.940	.872	.987	.982

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City of Los Angeles
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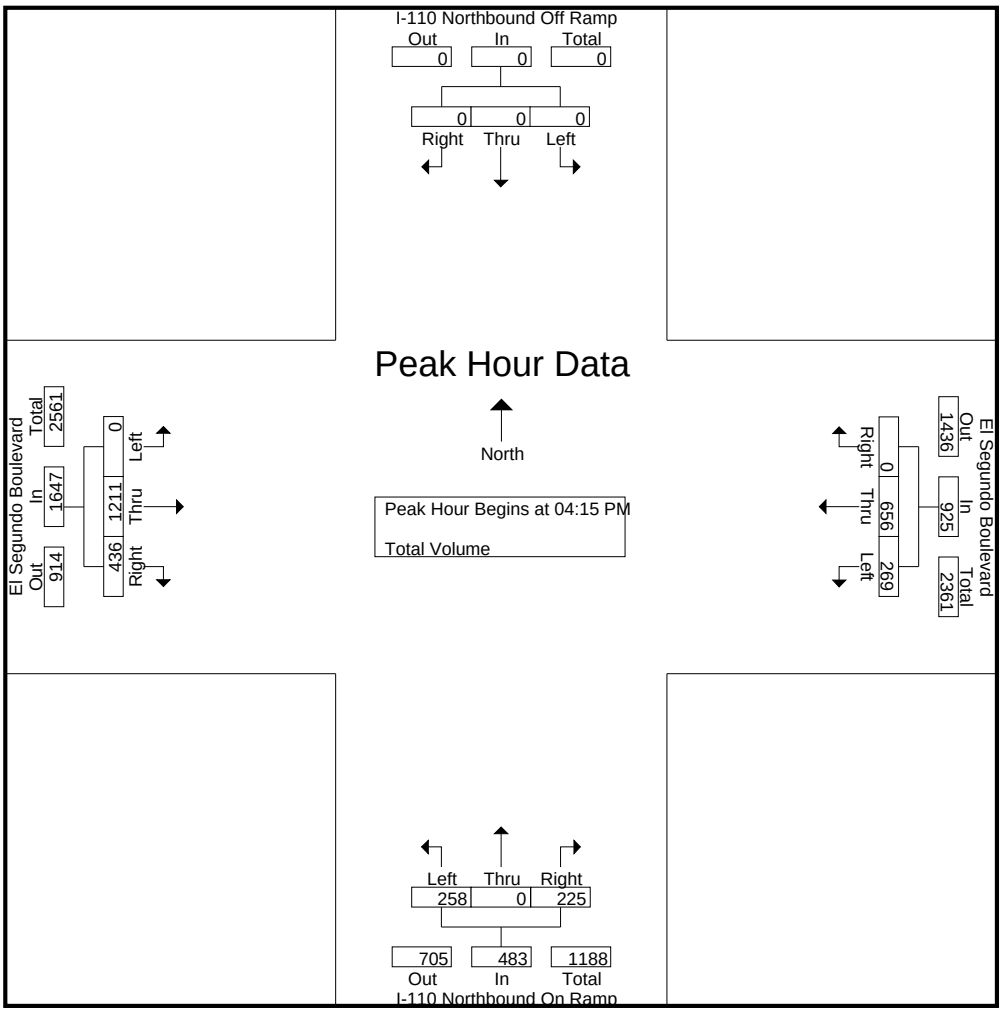

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				04:15 PM			
+0 mins.	0	0	0	0	**92**	157	0	249	**79**	0	58	**137**	0	**322**	95	**417**
+15 mins.	0	0	0	0	81	176	0	**257**	67	0	48	115	0	288	**125**	413
+30 mins.	0	0	0	0	58	**179**	0	237	56	0	**72**	128	0	302	101	403
+45 mins.	0	0	0	0	62	176	0	238	67	0	65	132	0	299	115	414
Total Volume	0	0	0	0	293	688	0	981	269	0	243	512	0	1211	436	1647
% App. Total	0	0	0		29.9	70.1	0		52.5	0	47.5		0	73.5	26.5	
PHF	.000	.000	.000	.000	.796	.961	.000	.954	.851	.000	.844	.934	.000	.940	.872	.987

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City of Los Angeles
N/S: Figueroa Street
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File Name : LACFIESAM
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Groups Printed- Total Volume

	Figueroa Street Southbound				El Segundo Boulevard Westbound				Figueroa Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	15	20	46	8	95	11	114	11	20	3	34	8	64	27	99	293
07:15 AM	3	26	15	44	3	108	17	128	14	49	3	66	8	64	25	97	335
07:30 AM	9	36	19	64	3	142	13	158	12	40	5	57	5	52	17	74	353
07:45 AM	3	40	18	61	5	120	7	132	5	35	5	45	11	69	15	95	333
Total	26	117	72	215	19	465	48	532	42	144	16	202	32	249	84	365	1314
08:00 AM	27	128	49	204	35	460	43	538	40	108	11	159	30	240	73	343	1244
08:15 AM	25	89	38	152	23	338	24	385	16	81	15	112	44	267	111	422	1071
08:30 AM	17	77	28	122	19	264	29	312	29	92	13	134	33	207	82	322	890
08:45 AM	20	69	27	116	16	258	31	305	31	80	15	126	28	199	69	296	843
Total	89	363	142	594	93	1320	127	1540	116	361	54	531	135	913	335	1383	4048
Grand Total	115	480	214	809	112	1785	175	2072	158	505	70	733	167	1162	419	1748	5362
Apprch %	14.2	59.3	26.5		5.4	86.1	8.4		21.6	68.9	9.5		9.6	66.5	24		
Total %	2.1	9	4	15.1	2.1	33.3	3.3	38.6	2.9	9.4	1.3	13.7	3.1	21.7	7.8	32.6	

	Figueroa Street Southbound				El Segundo Boulevard Westbound				Figueroa Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**27**	**128**	**49**	**204**	**35**	**460**	**43**	**538**	**40**	**108**	11	**159**	30	240	73	343	**1244**
08:15 AM	25	89	38	152	23	338	24	385	16	81	**15**	112	**44**	**267**	**111**	**422**	1071
08:30 AM	17	77	28	122	19	264	29	312	29	92	13	134	33	207	82	322	890
08:45 AM	20	69	27	116	16	258	31	305	31	80	15	126	28	199	69	296	843
Total Volume	89	363	142	594	93	1320	127	1540	116	361	54	531	135	913	335	1383	4048
% App. Total	15	61.1	23.9		6	85.7	8.2		21.8	68	10.2		9.8	66	24.2		
PHF	.824	.709	.724	.728	.664	.717	.738	.716	.725	.836	.900	.835	.767	.855	.755	.819	.814

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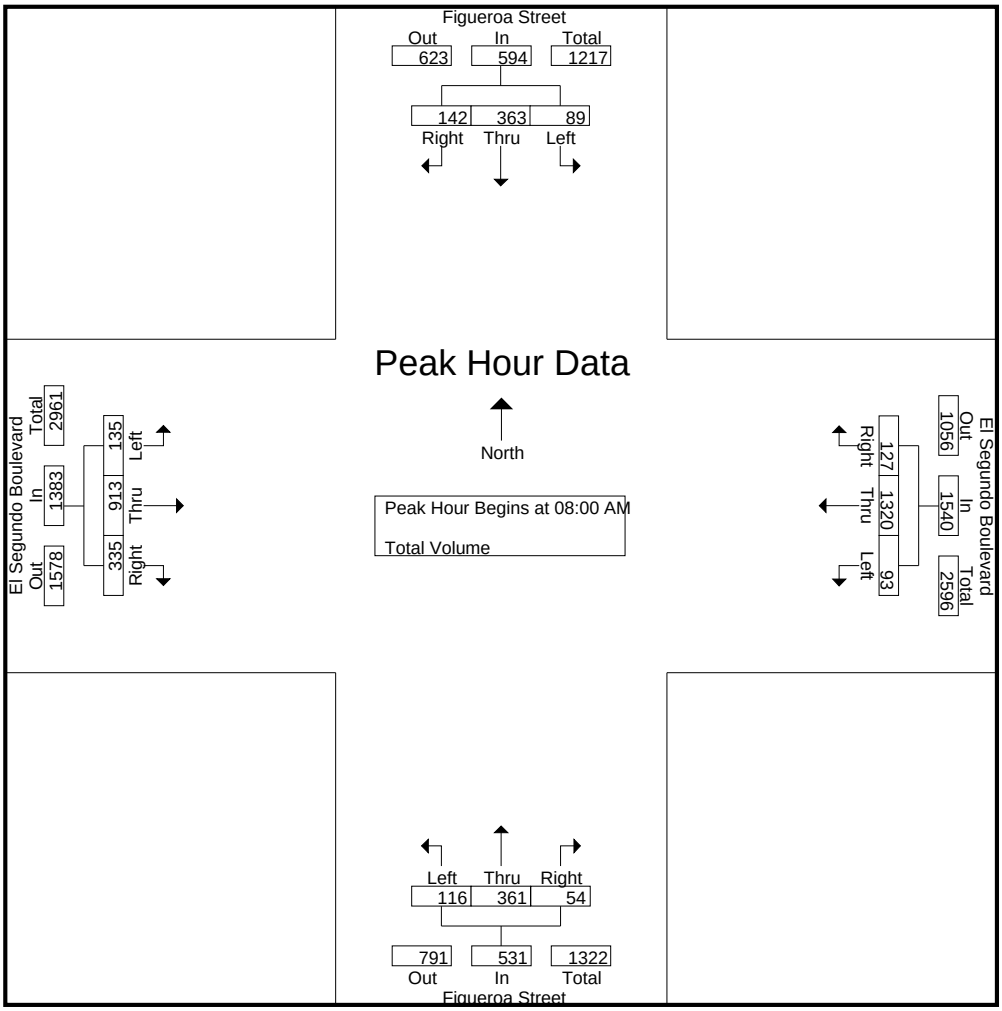

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**27**	**128**	**49**	**204**	**35**	**460**	**43**	**538**	**40**	**108**	11	**159**	30	240	73	343
+15 mins.	25	89	38	152	23	338	24	385	16	81	**15**	112	**44**	**267**	**111**	**422**
+30 mins.	17	77	28	122	19	264	29	312	29	92	13	134	33	207	82	322
+45 mins.	20	69	27	116	16	258	31	305	31	80	15	126	28	199	69	296
Total Volume	89	363	142	594	93	1320	127	1540	116	361	54	531	135	913	335	1383
% App. Total	15	61.1	23.9		6	85.7	8.2		21.8	68	10.2		9.8	66	24.2	
PHF	.824	.709	.724	.728	.664	.717	.738	.716	.725	.836	.900	.835	.767	.855	.755	.819

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Groups Printed- Total Volume

	Figueroa Street Southbound				El Segundo Boulevard Westbound				Figueroa Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	63	16	95	8	181	25	214	45	108	30	183	32	245	29	306	798
04:15 PM	16	56	22	94	12	177	29	218	25	102	20	147	42	297	41	380	839
04:30 PM	26	73	18	117	13	176	23	212	55	120	38	213	37	259	38	334	876
04:45 PM	26	73	26	125	15	159	26	200	28	98	26	152	28	275	39	342	819
Total	84	265	82	431	48	693	103	844	153	428	114	695	139	1076	147	1362	3332
05:00 PM	17	72	16	105	8	195	24	227	51	150	34	235	27	254	51	332	899
05:15 PM	16	76	18	110	11	198	17	226	32	124	45	201	29	296	26	351	888
05:30 PM	20	72	26	118	8	171	24	203	41	115	26	182	30	307	29	366	869
05:45 PM	24	71	30	125	9	162	31	202	36	113	32	181	36	280	30	346	854
Total	77	291	90	458	36	726	96	858	160	502	137	799	122	1137	136	1395	3510
Grand Total	161	556	172	889	84	1419	199	1702	313	930	251	1494	261	2213	283	2757	6842
Apprch %	18.1	62.5	19.3		4.9	83.4	11.7		21	62.2	16.8		9.5	80.3	10.3		
Total %	2.4	8.1	2.5	13	1.2	20.7	2.9	24.9	4.6	13.6	3.7	21.8	3.8	32.3	4.1	40.3	

	Figueroa Street Southbound				El Segundo Boulevard Westbound				Figueroa Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	72	16	105	8	195	24	**227**	**51**	**150**	34	**235**	27	254	**51**	332	**899**
05:15 PM	16	**76**	18	110	**11**	**198**	17	226	32	124	**45**	201	29	296	26	351	888
05:30 PM	20	72	26	118	8	171	24	203	41	115	26	182	30	**307**	29	**366**	869
05:45 PM	**24**	71	**30**	**125**	9	162	**31**	202	36	113	32	181	**36**	280	30	346	854
Total Volume	77	291	90	458	36	726	96	858	160	502	137	799	122	1137	136	1395	3510
% App. Total	16.8	63.5	19.7		4.2	84.6	11.2		20	62.8	17.1		8.7	81.5	9.7		
PHF	.802	.957	.750	.916	.818	.917	.774	.945	.784	.837	.761	.850	.847	.926	.667	.953	.976

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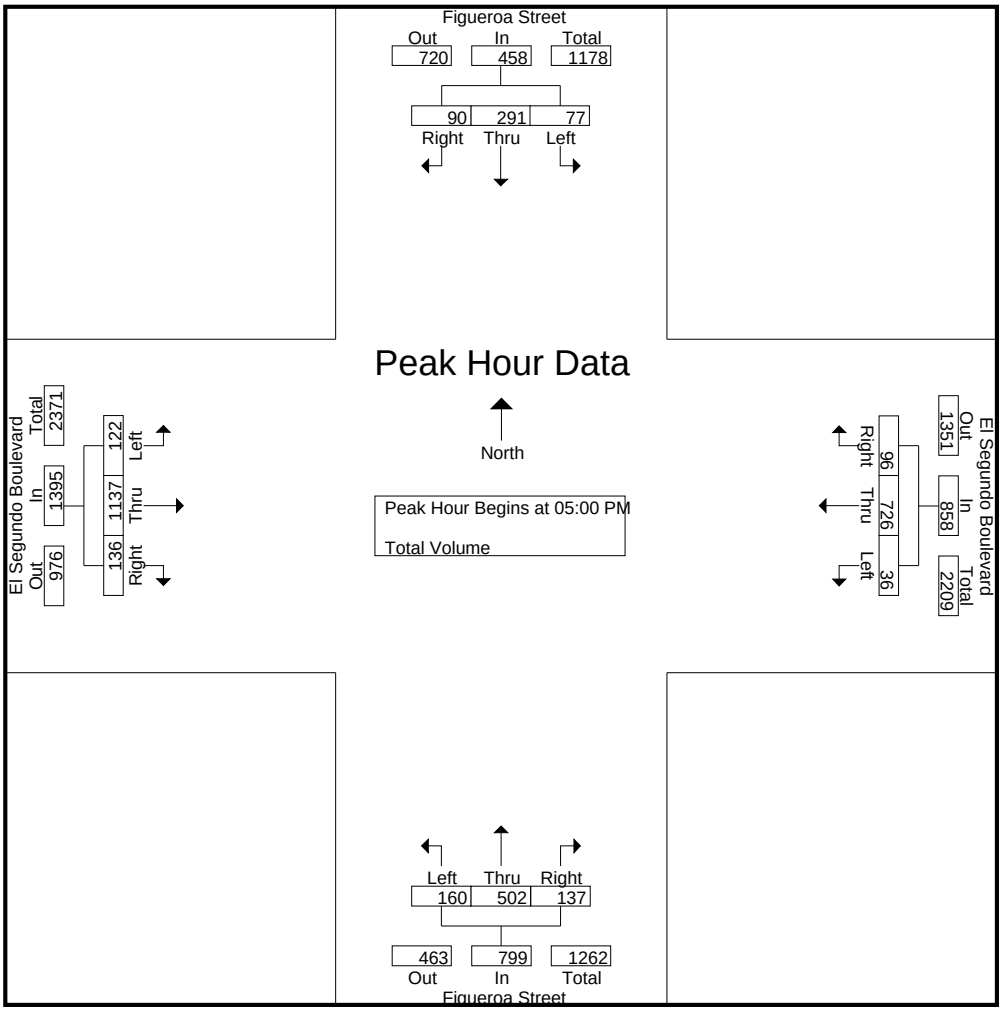

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	**26**	73	**26**	**125**	13	176	23	212	**55**	120	38	213	27	254	**51**	332
+15 mins.	17	72	16	105	**15**	159	**26**	200	28	98	26	152	29	296	26	351
+30 mins.	16	**76**	18	110	8	195	24	**227**	51	**150**	34	**235**	30	**307**	29	**366**
+45 mins.	20	72	26	118	11	**198**	17	226	32	124	**45**	201	**36**	280	30	346
Total Volume	79	293	86	458	47	728	90	865	166	492	143	801	122	1137	136	1395
% App. Total	17.2	64	18.8		5.4	84.2	10.4		20.7	61.4	17.9		8.7	81.5	9.7	
PHF	.760	.964	.827	.916	.783	.919	.865	.953	.755	.820	.794	.852	.847	.926	.667	.953

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Groups Printed- Total Volume

	Broadway Southbound				El Segundo Boulevard Westbound				Broadway Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	40	15	61	11	198	18	227	18	47	5	70	14	103	24	141	499
07:15 AM	10	46	16	72	27	257	14	298	17	41	2	60	11	103	27	141	571
07:30 AM	9	74	27	110	31	303	15	349	20	63	3	86	9	140	17	166	711
07:45 AM	13	56	29	98	20	259	19	298	17	59	6	82	15	142	28	185	663
Total	38	216	87	341	89	1017	66	1172	72	210	16	298	49	488	96	633	2444
08:00 AM	4	45	20	69	16	208	11	235	15	44	6	65	15	143	24	182	551
08:15 AM	9	26	16	51	14	182	9	205	12	34	8	54	11	113	25	149	459
08:30 AM	11	22	20	53	12	168	17	197	18	32	4	54	10	111	22	143	447
08:45 AM	6	17	12	35	9	156	7	172	13	27	11	51	19	118	26	163	421
Total	30	110	68	208	51	714	44	809	58	137	29	224	55	485	97	637	1878
Grand Total	68	326	155	549	140	1731	110	1981	130	347	45	522	104	973	193	1270	4322
Apprch %	12.4	59.4	28.2		7.1	87.4	5.6		24.9	66.5	8.6		8.2	76.6	15.2		
Total %	1.6	7.5	3.6	12.7	3.2	40.1	2.5	45.8	3	8	1	12.1	2.4	22.5	4.5	29.4	

	Broadway Southbound				El Segundo Boulevard Westbound				Broadway Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	46	16	72	27	257	14	298	17	41	2	60	11	103	27	141	571
07:30 AM	9	**74**	27	**110**	**31**	**303**	15	**349**	**20**	**63**	3	**86**	9	140	17	166	**711**
07:45 AM	**13**	56	**29**	98	20	259	**19**	298	17	59	**6**	82	**15**	142	**28**	**185**	663
08:00 AM	4	45	20	69	16	208	11	235	15	44	6	65	15	**143**	24	182	551
Total Volume	36	221	92	349	94	1027	59	1180	69	207	17	293	50	528	96	674	2496
% App. Total	10.3	63.3	26.4		8	87	5		23.5	70.6	5.8		7.4	78.3	14.2		
PHF	.692	.747	.793	.793	.758	.847	.776	.845	.863	.821	.708	.852	.833	.923	.857	.911	.878

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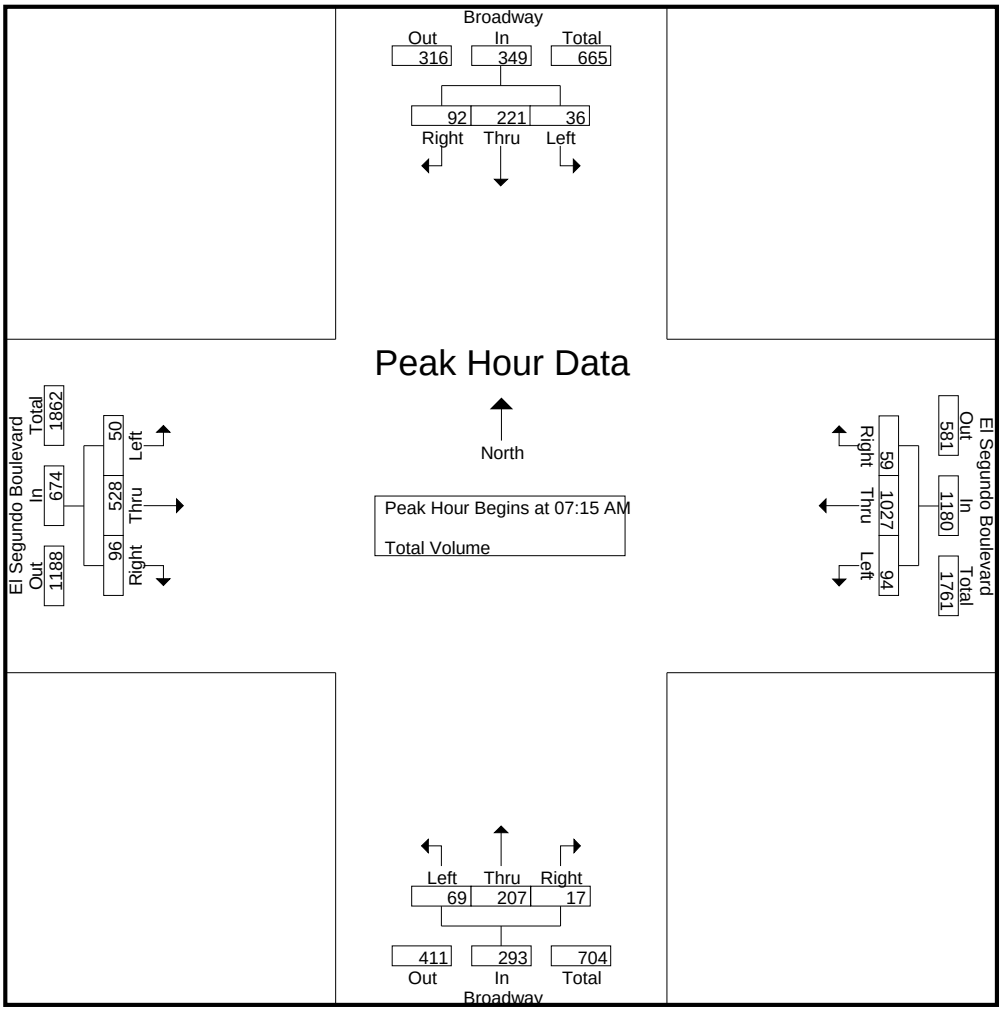

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	10	46	16	72	27	257	14	298	18	47	5	70	9	140	17	166
+15 mins.	9	**74**	27	**110**	**31**	**303**	15	**349**	17	41	2	60	**15**	142	**28**	**185**
+30 mins.	**13**	56	**29**	98	20	259	**19**	298	**20**	**63**	3	**86**	15	**143**	24	182
+45 mins.	4	45	20	69	16	208	11	235	17	59	**6**	82	11	113	25	149
Total Volume	36	221	92	349	94	1027	59	1180	72	210	16	298	50	538	94	682
% App. Total	10.3	63.3	26.4		8	87	5		24.2	70.5	5.4		7.3	78.9	13.8	
PHF	.692	.747	.793	.793	.758	.847	.776	.845	.900	.833	.667	.866	.833	.941	.839	.922

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Groups Printed- Total Volume

	Broadway Southbound				El Segundo Boulevard Westbound				Broadway Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	30	14	57	4	170	8	182	31	88	40	159	19	270	14	303	701
04:15 PM	15	39	14	68	4	172	11	187	22	56	17	95	20	293	19	332	682
04:30 PM	16	45	12	73	3	170	18	191	33	91	23	147	18	274	16	308	719
04:45 PM	20	33	20	73	6	136	26	168	22	51	21	94	23	315	16	354	689
Total	64	147	60	271	17	648	63	728	108	286	101	495	80	1152	65	1297	2791
05:00 PM	12	38	14	64	10	173	22	205	43	95	49	187	16	251	16	283	739
05:15 PM	26	33	20	79	3	162	26	191	28	76	22	126	29	329	8	366	762
05:30 PM	22	31	16	69	3	183	17	203	14	67	28	109	21	313	12	346	727
05:45 PM	18	49	22	89	7	159	17	183	18	59	12	89	37	289	4	330	691
Total	78	151	72	301	23	677	82	782	103	297	111	511	103	1182	40	1325	2919
Grand Total	142	298	132	572	40	1325	145	1510	211	583	212	1006	183	2334	105	2622	5710
Apprch %	24.8	52.1	23.1		2.6	87.7	9.6		21	58	21.1		7	89	4		
Total %	2.5	5.2	2.3	10	0.7	23.2	2.5	26.4	3.7	10.2	3.7	17.6	3.2	40.9	1.8	45.9	

	Broadway Southbound				El Segundo Boulevard Westbound				Broadway Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	38	14	64	**10**	173	22	**205**	**43**	**95**	**49**	**187**	16	251	**16**	283	739
05:15 PM	**26**	33	20	79	3	162	**26**	191	28	76	22	126	29	**329**	8	**366**	**762**
05:30 PM	22	31	16	69	3	**183**	17	203	14	67	28	109	21	313	12	346	727
05:45 PM	18	**49**	**22**	**89**	7	159	17	183	18	59	12	89	**37**	289	4	330	691
Total Volume	78	151	72	301	23	677	82	782	103	297	111	511	103	1182	40	1325	2919
% App. Total	25.9	50.2	23.9		2.9	86.6	10.5		20.2	58.1	21.7		7.8	89.2	3		
PHF	.750	.770	.818	.846	.575	.925	.788	.954	.599	.782	.566	.683	.696	.898	.625	.905	.958

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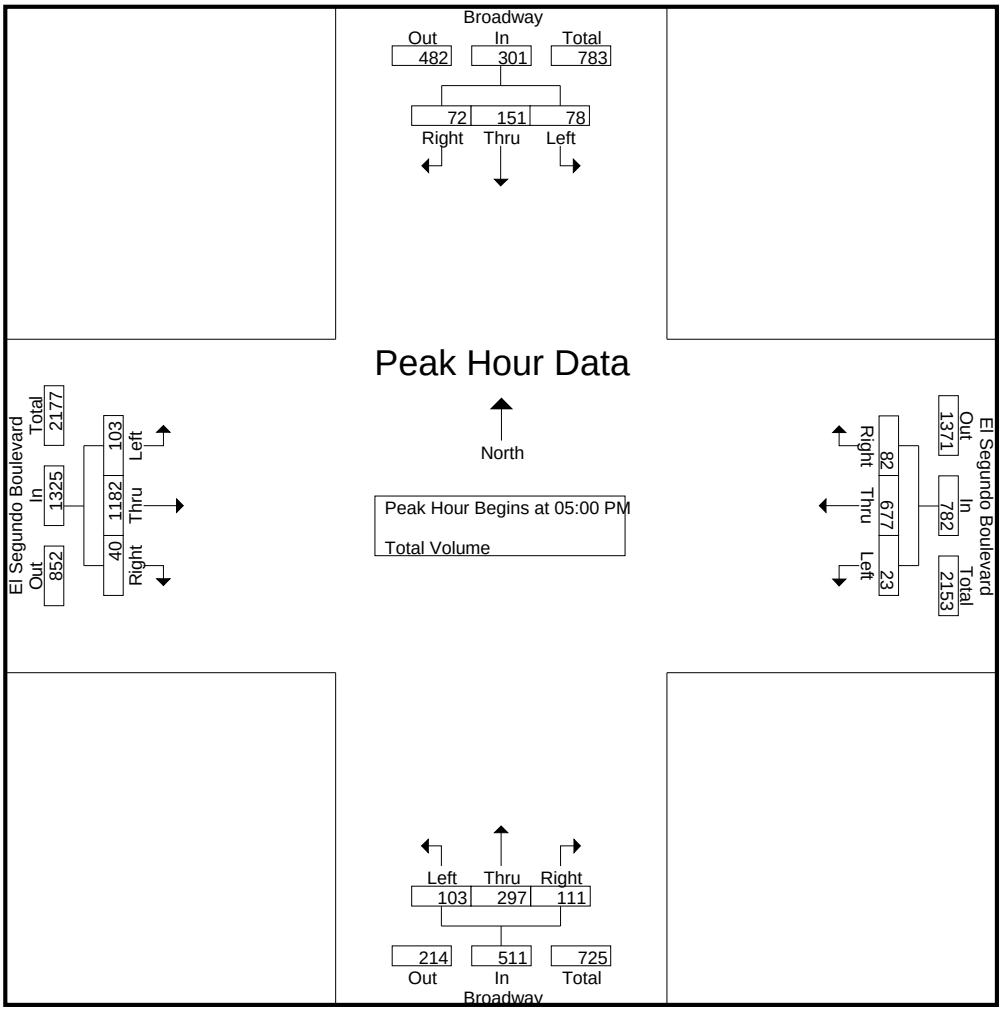

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				04:45 PM			
+0 mins.	12	38	14	64	**10**	173	22	**205**	33	91	23	147	23	315	**16**	354
+15 mins.	**26**	33	20	79	3	162	**26**	191	22	51	21	94	16	251	16	283
+30 mins.	22	31	16	69	3	**183**	17	203	**43**	**95**	**49**	**187**	**29**	**329**	8	**366**
+45 mins.	18	**49**	**22**	**89**	7	159	17	183	28	76	22	126	21	313	12	346
Total Volume	78	151	72	301	23	677	82	782	126	313	115	554	89	1208	52	1349
% App. Total	25.9	50.2	23.9		2.9	86.6	10.5		22.7	56.5	20.8		6.6	89.5	3.9	
PHF	.750	.770	.818	.846	.575	.925	.788	.954	.733	.824	.587	.741	.767	.918	.813	.921

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Groups Printed- Total Volume

	Main Street Southbound				El Segundo Boulevard Westbound				Main Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	36	19	60	23	221	6	250	14	43	7	64	10	86	12	108	482
07:15 AM	17	52	19	88	19	246	14	279	26	64	7	97	11	70	22	103	567
07:30 AM	21	57	25	103	20	319	16	355	20	59	9	88	11	102	22	135	681
07:45 AM	22	77	26	125	23	253	16	292	13	58	6	77	16	111	23	150	644
Total	65	222	89	376	85	1039	52	1176	73	224	29	326	48	369	79	496	2374
08:00 AM	18	48	28	94	17	205	19	241	12	47	4	63	20	112	10	142	540
08:15 AM	16	38	22	76	16	172	22	210	17	43	3	63	13	95	11	119	468
08:30 AM	19	31	13	63	14	177	17	208	10	37	6	53	20	84	17	121	445
08:45 AM	8	30	13	51	10	157	15	182	11	25	6	42	21	86	14	121	396
Total	61	147	76	284	57	711	73	841	50	152	19	221	74	377	52	503	1849
Grand Total	126	369	165	660	142	1750	125	2017	123	376	48	547	122	746	131	999	4223
Apprch %	19.1	55.9	25		7	86.8	6.2		22.5	68.7	8.8		12.2	74.7	13.1		
Total %	3	8.7	3.9	15.6	3.4	41.4	3	47.8	2.9	8.9	1.1	13	2.9	17.7	3.1	23.7	

	Main Street Southbound				El Segundo Boulevard Westbound				Main Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	17	52	19	88	19	246	14	279	**26**	**64**	7	**97**	11	70	22	103	567
07:30 AM	21	57	25	103	20	**319**	16	**355**	20	59	**9**	88	11	102	22	135	**681**
07:45 AM	**22**	**77**	26	**125**	**23**	253	16	292	13	58	6	77	16	111	**23**	**150**	644
08:00 AM	18	48	**28**	94	17	205	**19**	241	12	47	4	63	**20**	**112**	10	142	540
Total Volume	78	234	98	410	79	1023	65	1167	71	228	26	325	58	395	77	530	2432
% App. Total	19	57.1	23.9		6.8	87.7	5.6		21.8	70.2	8		10.9	74.5	14.5		
PHF	.886	.760	.875	.820	.859	.802	.855	.822	.683	.891	.722	.838	.725	.882	.837	.883	.893

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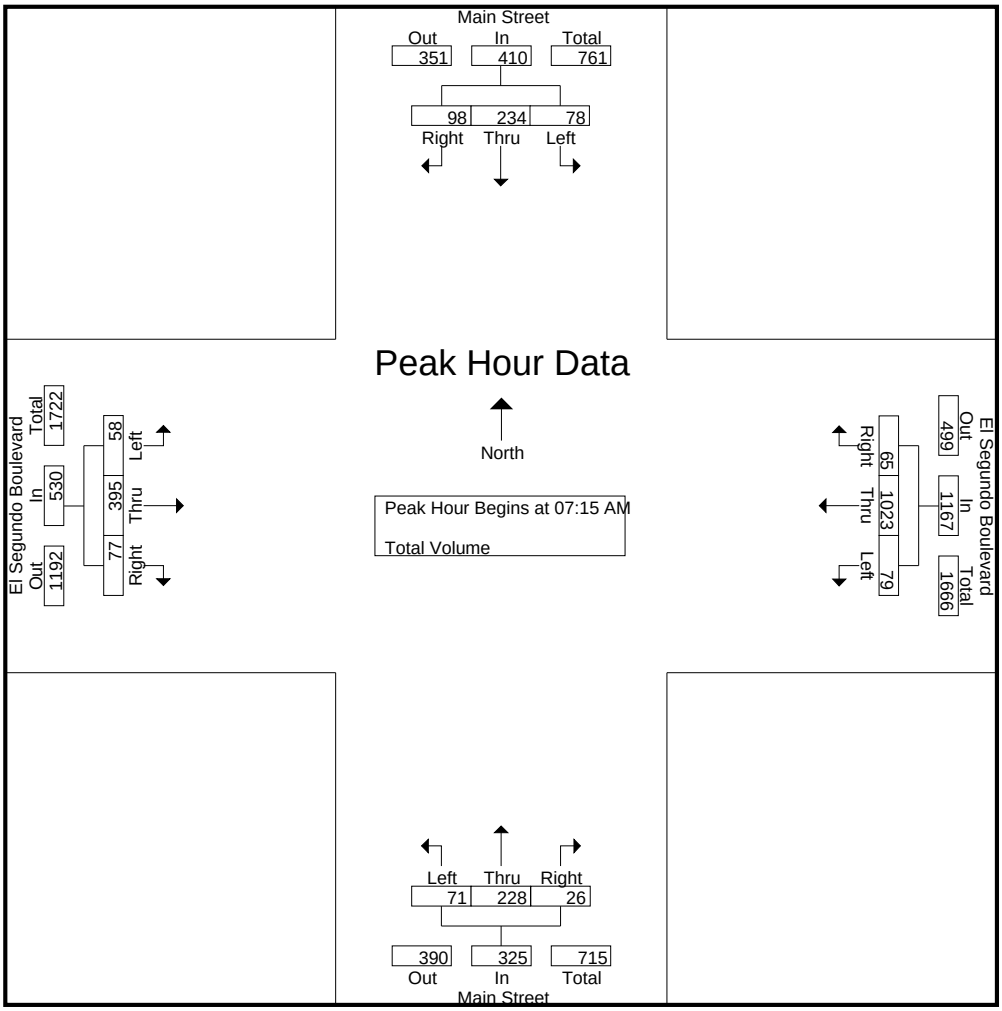

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	17	52	19	88	**23**	221	6	250	14	43	7	64	11	102	22	135
+15 mins.	21	57	25	103	19	246	14	279	**26**	**64**	7	**97**	16	111	**23**	**150**
+30 mins.	**22**	**77**	26	**125**	20	**319**	**16**	**355**	20	59	**9**	88	**20**	**112**	10	142
+45 mins.	18	48	**28**	94	23	253	16	292	13	58	6	77	13	95	11	119
Total Volume	78	234	98	410	85	1039	52	1176	73	224	29	326	60	420	66	546
% App. Total	19	57.1	23.9		7.2	88.4	4.4		22.4	68.7	8.9		11	76.9	12.1	
PHF	.886	.760	.875	.820	.924	.814	.813	.828	.702	.875	.806	.840	.750	.938	.717	.910

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Groups Printed- Total Volume

	Main Street Southbound				El Segundo Boulevard Westbound				Main Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	45	6	69	8	165	10	183	19	63	25	107	34	288	18	340	699
04:15 PM	14	40	13	67	9	121	8	138	24	109	19	152	23	216	12	251	608
04:30 PM	23	36	11	70	10	148	21	179	19	97	23	139	28	259	11	298	686
04:45 PM	27	50	11	88	15	136	8	159	17	76	23	116	31	280	9	320	683
Total	82	171	41	294	42	570	47	659	79	345	90	514	116	1043	50	1209	2676
05:00 PM	25	40	17	82	13	163	15	191	30	114	25	169	24	310	15	349	791
05:15 PM	27	48	10	85	13	135	13	161	27	86	25	138	26	316	17	359	743
05:30 PM	19	37	14	70	11	163	14	188	30	101	17	148	28	321	19	368	774
05:45 PM	20	41	3	64	4	159	13	176	22	82	10	114	27	272	20	319	673
Total	91	166	44	301	41	620	55	716	109	383	77	569	105	1219	71	1395	2981
Grand Total	173	337	85	595	83	1190	102	1375	188	728	167	1083	221	2262	121	2604	5657
Apprch %	29.1	56.6	14.3		6	86.5	7.4		17.4	67.2	15.4		8.5	86.9	4.6		
Total %	3.1	6	1.5	10.5	1.5	21	1.8	24.3	3.3	12.9	3	19.1	3.9	40	2.1	46	

	Main Street Southbound				El Segundo Boulevard Westbound				Main Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**27**	**50**	11	**88**	**15**	136	8	159	17	76	23	116	**31**	280	9	320	683
05:00 PM	25	40	**17**	82	13	**163**	**15**	**191**	**30**	**114**	**25**	**169**	24	310	15	349	**791**
05:15 PM	27	48	10	85	13	135	13	161	27	86	25	138	26	316	17	359	743
05:30 PM	19	37	14	70	11	163	14	188	30	101	17	148	28	**321**	**19**	**368**	774
Total Volume	98	175	52	325	52	597	50	699	104	377	90	571	109	1227	60	1396	2991
% App. Total	30.2	53.8	16		7.4	85.4	7.2		18.2	66	15.8		7.8	87.9	4.3		
PHF	.907	.875	.765	.923	.867	.916	.833	.915	.867	.827	.900	.845	.879	.956	.789	.948	.945

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Weather: Clear

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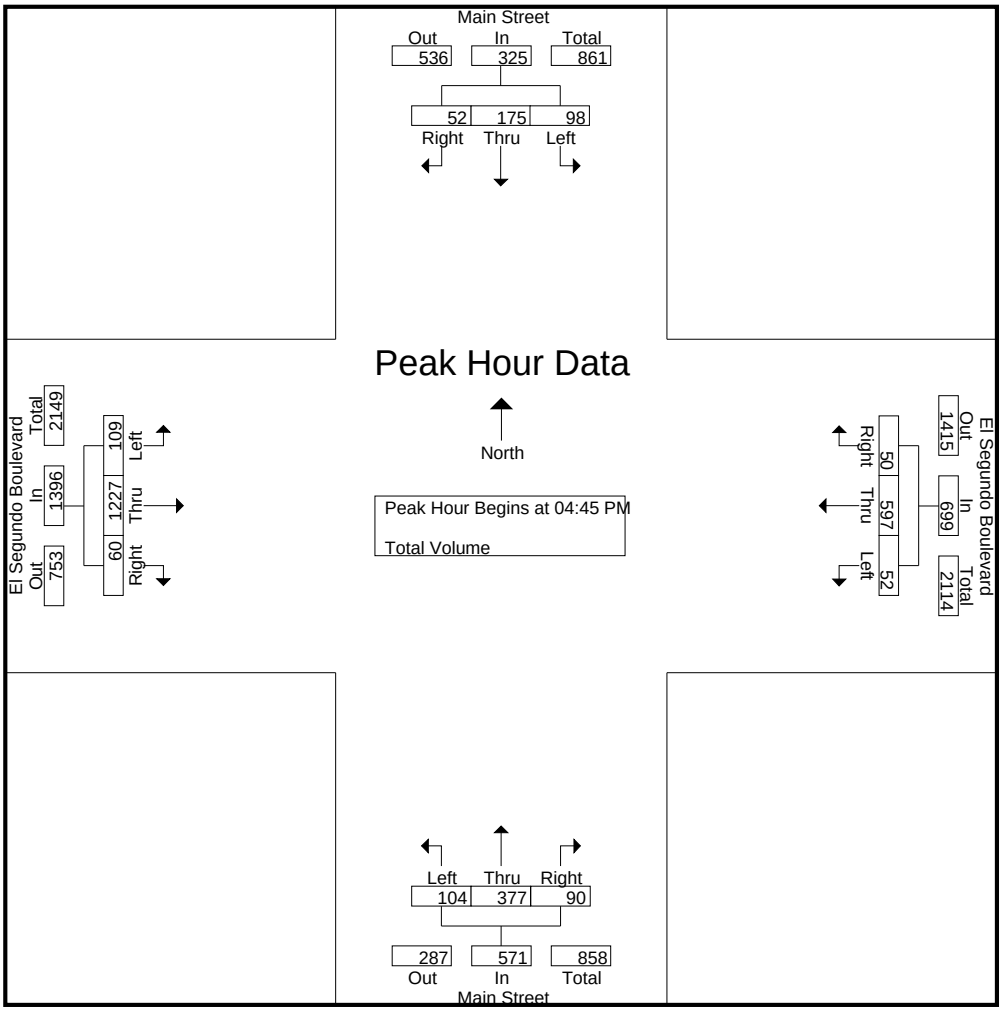

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:15 PM				04:45 PM			
+0 mins.	23	36	11	70	**13**	**163**	**15**	**191**	24	109	19	152	**31**	280	9	320
+15 mins.	**27**	**50**	11	**88**	13	135	13	161	19	97	23	139	24	310	15	349
+30 mins.	25	40	**17**	82	11	163	14	188	17	76	23	116	26	316	17	359
+45 mins.	27	48	10	85	4	159	13	176	**30**	**114**	**25**	**169**	28	**321**	**19**	**368**
Total Volume	102	174	49	325	41	620	55	716	90	396	90	576	109	1227	60	1396
% App. Total	31.4	53.5	15.1		5.7	86.6	7.7		15.6	68.8	15.6		7.8	87.9	4.3	
PHF	.944	.870	.721	.923	.788	.951	.917	.937	.750	.868	.900	.852	.879	.956	.789	.948

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City of Los Angeles
N/S: San Pedro Street
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACSPESAM
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Groups Printed- Total Volume

	San Pedro Street Southbound				El Segundo Boulevard Westbound				San Pedro Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	21	23	47	10	199	6	215	16	17	2	35	19	69	10	98	395
07:15 AM	6	24	22	52	3	199	12	214	21	18	2	41	11	75	11	97	404
07:30 AM	7	28	38	73	7	255	3	265	24	34	8	66	10	81	12	103	507
07:45 AM	19	34	43	96	9	212	9	230	25	44	8	77	22	85	12	119	522
Total	35	107	126	268	29	865	30	924	86	113	20	219	62	310	45	417	1828
08:00 AM	14	38	27	79	10	190	10	210	16	25	6	47	13	83	15	111	447
08:15 AM	22	24	25	71	1	158	8	167	20	21	9	50	13	81	10	104	392
08:30 AM	9	25	16	50	5	153	5	163	20	26	6	52	15	76	10	101	366
08:45 AM	9	25	14	48	6	145	8	159	19	20	6	45	16	79	6	101	353
Total	54	112	82	248	22	646	31	699	75	92	27	194	57	319	41	417	1558
Grand Total	89	219	208	516	51	1511	61	1623	161	205	47	413	119	629	86	834	3386
Apprch %	17.2	42.4	40.3		3.1	93.1	3.8		39	49.6	11.4		14.3	75.4	10.3		
Total %	2.6	6.5	6.1	15.2	1.5	44.6	1.8	47.9	4.8	6.1	1.4	12.2	3.5	18.6	2.5	24.6	

	San Pedro Street Southbound				El Segundo Boulevard Westbound				San Pedro Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	24	22	52	3	199	**12**	214	21	18	2	41	11	75	11	97	404
07:30 AM	7	28	38	73	7	**255**	3	**265**	24	34	**8**	66	10	81	12	103	507
07:45 AM	**19**	34	**43**	**96**	9	212	9	230	**25**	**44**	8	**77**	**22**	**85**	12	**119**	**522**
08:00 AM	14	**38**	27	79	**10**	190	10	210	16	25	6	47	13	83	**15**	111	447
Total Volume	46	124	130	300	29	856	34	919	86	121	24	231	56	324	50	430	1880
% App. Total	15.3	41.3	43.3		3.2	93.1	3.7		37.2	52.4	10.4		13	75.3	11.6		
PHF	.605	.816	.756	.781	.725	.839	.708	.867	.860	.688	.750	.750	.636	.953	.833	.903	.900

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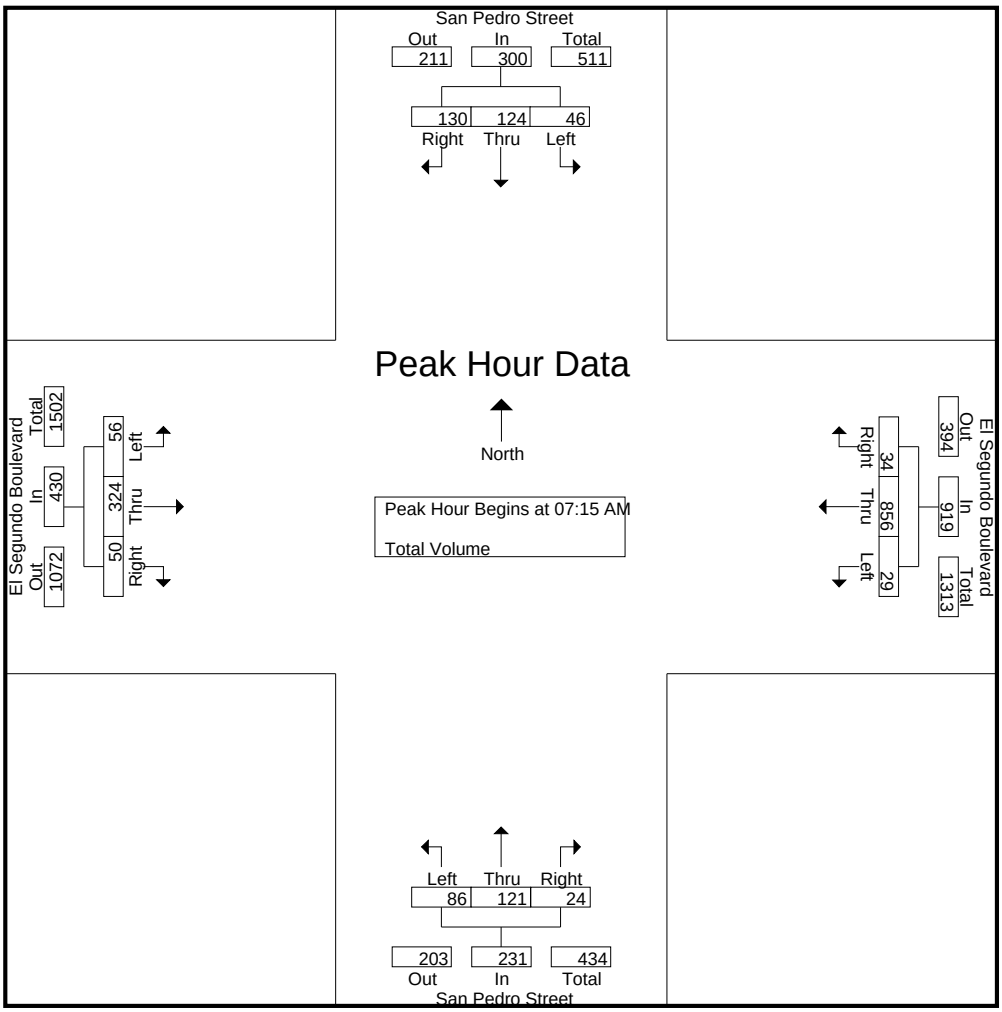

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	7	28	38	73	**10**	199	6	215	24	34	8	66	10	81	12	103
+15 mins.	19	34	**43**	**96**	3	199	**12**	214	**25**	**44**	8	**77**	**22**	**85**	12	**119**
+30 mins.	14	**38**	27	79	7	**255**	3	**265**	16	25	6	47	13	83	**15**	111
+45 mins.	**22**	24	25	71	9	212	9	230	20	21	**9**	50	13	81	10	104
Total Volume	62	124	133	319	29	865	30	924	85	124	31	240	58	330	49	437
% App. Total	19.4	38.9	41.7		3.1	93.6	3.2		35.4	51.7	12.9		13.3	75.5	11.2	
PHF	.705	.816	.773	.831	.725	.848	.625	.872	.850	.705	.861	.779	.659	.971	.817	.918

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Groups Printed- Total Volume

	San Pedro Street Southbound				El Segundo Boulevard Westbound				San Pedro Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	41	19	83	3	135	21	159	17	69	11	97	31	293	26	350	689
04:15 PM	17	31	18	66	9	131	20	160	18	49	14	81	20	281	23	324	631
04:30 PM	16	37	16	69	13	147	16	176	10	57	20	87	27	288	21	336	668
04:45 PM	13	44	25	82	5	149	18	172	14	51	7	72	30	311	17	358	684
Total	69	153	78	300	30	562	75	667	59	226	52	337	108	1173	87	1368	2672
05:00 PM	14	31	19	64	3	133	13	149	24	57	10	91	21	293	16	330	634
05:15 PM	15	34	15	64	14	150	18	182	19	47	13	79	26	347	24	397	722
05:30 PM	22	33	21	76	5	143	25	173	20	53	14	87	28	315	15	358	694
05:45 PM	26	30	13	69	11	141	13	165	13	47	11	71	17	275	18	310	615
Total	77	128	68	273	33	567	69	669	76	204	48	328	92	1230	73	1395	2665
Grand Total	146	281	146	573	63	1129	144	1336	135	430	100	665	200	2403	160	2763	5337
Apprch %	25.5	49	25.5		4.7	84.5	10.8		20.3	64.7	15		7.2	87	5.8		
Total %	2.7	5.3	2.7	10.7	1.2	21.2	2.7	25	2.5	8.1	1.9	12.5	3.7	45	3	51.8	

	San Pedro Street Southbound				El Segundo Boulevard Westbound				San Pedro Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	13	**44**	**25**	**82**	5	149	18	172	14	51	7	72	**30**	311	17	358	684
05:00 PM	14	31	19	64	3	133	13	149	**24**	**57**	10	**91**	21	293	16	330	634
05:15 PM	15	34	15	64	**14**	**150**	18	**182**	19	47	13	79	26	**347**	**24**	**397**	**722**
05:30 PM	**22**	33	21	76	5	143	**25**	173	20	53	**14**	87	28	315	15	358	694
Total Volume	64	142	80	286	27	575	74	676	77	208	44	329	105	1266	72	1443	2734
% App. Total	22.4	49.7	28		4	85.1	10.9		23.4	63.2	13.4		7.3	87.7	5		
PHF	.727	.807	.800	.872	.482	.958	.740	.929	.802	.912	.786	.904	.875	.912	.750	.909	.947

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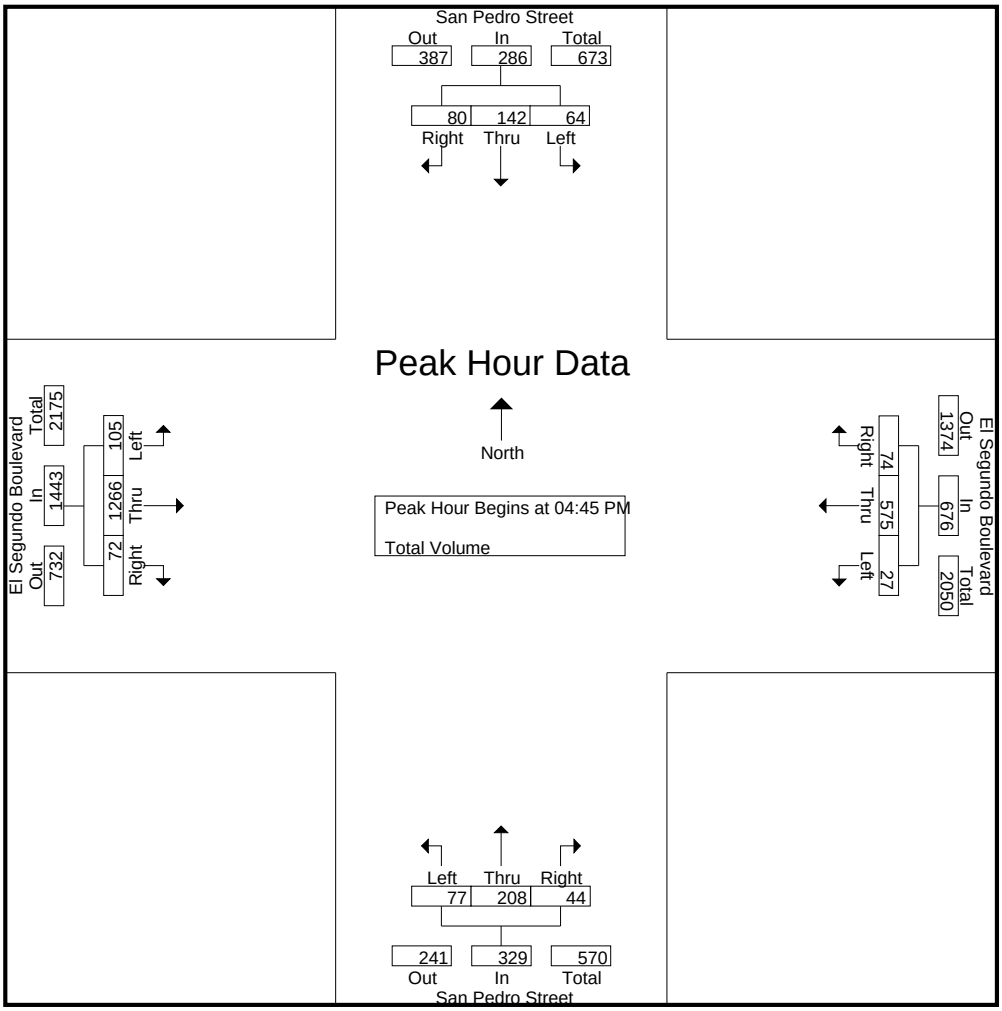

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	**23**	41	19	**83**	13	147	16	176	17	**69**	11	**97**	**30**	311	17	358
+15 mins.	17	31	18	66	5	149	**18**	172	**18**	49	14	81	21	293	16	330
+30 mins.	16	37	16	69	3	133	13	149	10	57	**20**	87	26	**347**	**24**	**397**
+45 mins.	13	**44**	**25**	82	**14**	**150**	18	**182**	14	51	7	72	28	315	15	358
Total Volume	69	153	78	300	35	579	65	679	59	226	52	337	105	1266	72	1443
% App. Total	23	51	26		5.2	85.3	9.6		17.5	67.1	15.4		7.3	87.7	5	
PHF	.750	.869	.780	.904	.625	.965	.903	.933	.819	.819	.650	.869	.875	.912	.750	.909

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City of Los Angeles
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File Name : LACAVESAM
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Groups Printed- Total Volume

	Avalon Boulevard Southbound				El Segundo Boulevard Westbound				Avalon Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	72	19	102	10	197	23	230	14	73	22	109	19	53	11	83	524
07:15 AM	10	86	22	118	26	206	24	256	13	95	18	126	19	66	9	94	594
07:30 AM	17	102	28	147	26	252	34	312	16	94	23	133	31	70	23	124	716
07:45 AM	26	122	34	182	26	199	38	263	13	117	17	147	33	86	19	138	730
Total	64	382	103	549	88	854	119	1061	56	379	80	515	102	275	62	439	2564
08:00 AM	39	117	23	179	23	171	28	222	21	78	21	120	24	63	20	107	628
08:15 AM	26	98	15	139	24	137	17	178	20	70	19	109	26	74	17	117	543
08:30 AM	15	55	27	97	19	130	21	170	20	66	20	106	19	70	16	105	478
08:45 AM	18	59	16	93	26	119	10	155	25	73	18	116	19	60	18	97	461
Total	98	329	81	508	92	557	76	725	86	287	78	451	88	267	71	426	2110
Grand Total	162	711	184	1057	180	1411	195	1786	142	666	158	966	190	542	133	865	4674
Apprch %	15.3	67.3	17.4		10.1	79	10.9		14.7	68.9	16.4		22	62.7	15.4		
Total %	3.5	15.2	3.9	22.6	3.9	30.2	4.2	38.2	3	14.2	3.4	20.7	4.1	11.6	2.8	18.5	

	Avalon Boulevard Southbound				El Segundo Boulevard Westbound				Avalon Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	86	22	118	**26**	206	24	256	13	95	18	126	19	66	9	94	594
07:30 AM	17	102	28	147	26	**252**	34	**312**	16	94	**23**	133	31	70	**23**	124	716
07:45 AM	26	**122**	**34**	**182**	26	199	**38**	263	13	**117**	17	**147**	**33**	**86**	19	**138**	**730**
08:00 AM	**39**	117	23	179	23	171	28	222	**21**	78	21	120	24	63	20	107	628
Total Volume	92	427	107	626	101	828	124	1053	63	384	79	526	107	285	71	463	2668
% App. Total	14.7	68.2	17.1		9.6	78.6	11.8		12	73	15		23.1	61.6	15.3		
PHF	.590	.875	.787	.860	.971	.821	.816	.844	.750	.821	.859	.895	.811	.828	.772	.839	.914

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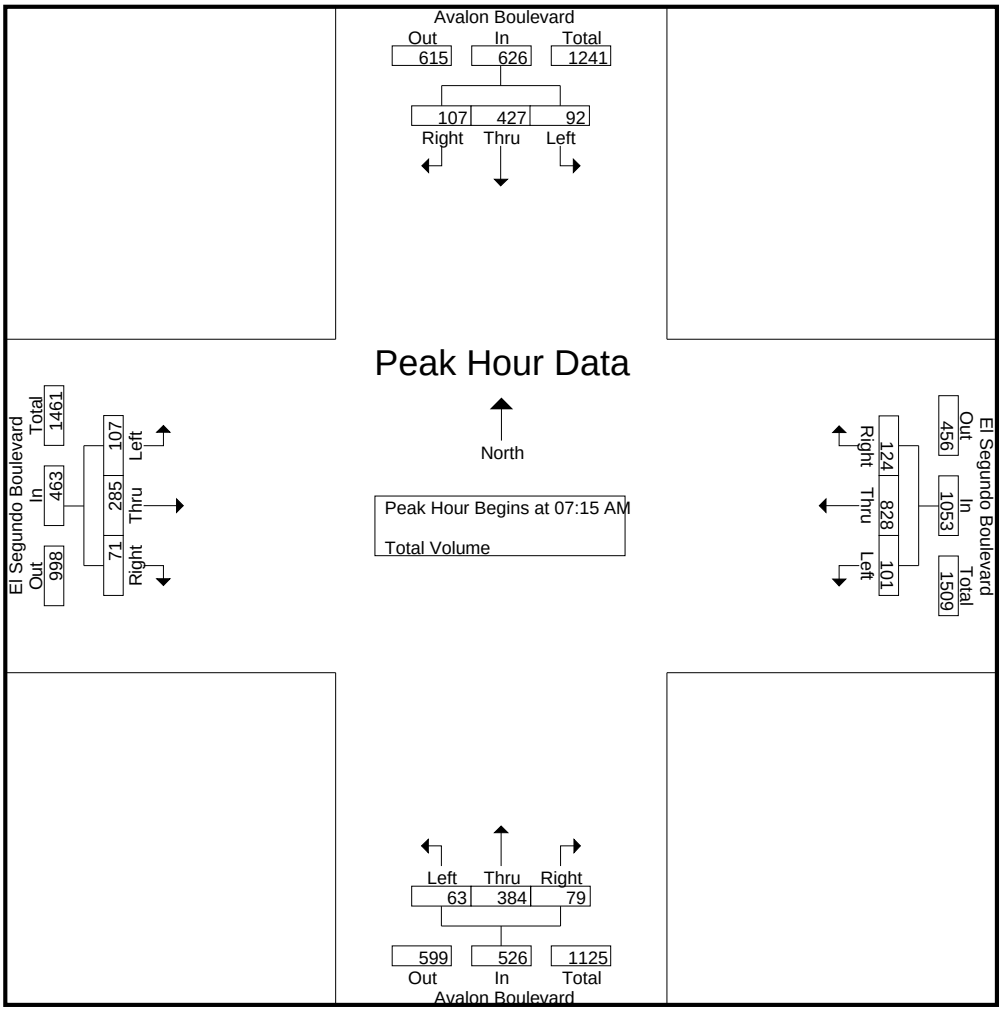

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	17	102	28	147	10	197	23	230	13	95	18	126	31	70	**23**	124
+15 mins.	26	**122**	**34**	**182**	**26**	206	24	256	16	94	**23**	133	**33**	**86**	19	**138**
+30 mins.	**39**	117	23	179	26	**252**	34	**312**	13	**117**	17	**147**	24	63	20	107
+45 mins.	26	98	15	139	26	199	**38**	263	**21**	78	21	120	26	74	17	117
Total Volume	108	439	100	647	88	854	119	1061	63	384	79	526	114	293	79	486
% App. Total	16.7	67.9	15.5		8.3	80.5	11.2		12	73	15		23.5	60.3	16.3	
PHF	.692	.900	.735	.889	.846	.847	.783	.850	.750	.821	.859	.895	.864	.852	.859	.880

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Groups Printed- Total Volume

	Avalon Boulevard Southbound				El Segundo Boulevard Westbound				Avalon Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	42	99	14	155	29	114	23	166	32	146	34	212	26	246	27	299	832
04:15 PM	43	98	14	155	32	114	32	178	32	149	34	215	32	267	25	324	872
04:30 PM	32	105	20	157	23	131	30	184	30	142	42	214	36	266	28	330	885
04:45 PM	43	105	19	167	35	118	24	177	22	156	28	206	25	293	33	351	901
Total	160	407	67	634	119	477	109	705	116	593	138	847	119	1072	113	1304	3490
05:00 PM	34	106	23	163	22	111	35	168	33	144	45	222	26	279	27	332	885
05:15 PM	40	124	18	182	22	126	20	168	30	172	33	235	32	295	25	352	937
05:30 PM	39	87	21	147	26	117	23	166	34	152	35	221	36	281	23	340	874
05:45 PM	38	98	17	153	17	118	25	160	38	172	28	238	26	278	34	338	889
Total	151	415	79	645	87	472	103	662	135	640	141	916	120	1133	109	1362	3585
Grand Total	311	822	146	1279	206	949	212	1367	251	1233	279	1763	239	2205	222	2666	7075
Apprch %	24.3	64.3	11.4		15.1	69.4	15.5		14.2	69.9	15.8		9	82.7	8.3		
Total %	4.4	11.6	2.1	18.1	2.9	13.4	3	19.3	3.5	17.4	3.9	24.9	3.4	31.2	3.1	37.7	

	Avalon Boulevard Southbound				El Segundo Boulevard Westbound				Avalon Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	32	105	20	157	23	**131**	30	**184**	30	142	42	214	**36**	266	28	330	885
04:45 PM	**43**	105	19	167	**35**	118	24	177	22	156	28	206	25	293	**33**	351	901
05:00 PM	34	106	**23**	163	22	111	**35**	168	**33**	144	**45**	222	26	279	27	332	885
05:15 PM	40	**124**	18	**182**	22	126	20	168	30	**172**	33	**235**	32	**295**	25	**352**	**937**
Total Volume	149	440	80	669	102	486	109	697	115	614	148	877	119	1133	113	1365	3608
% App. Total	22.3	65.8	12		14.6	69.7	15.6		13.1	70	16.9		8.7	83	8.3		
PHF	.866	.887	.870	.919	.729	.927	.779	.947	.871	.892	.822	.933	.826	.960	.856	.969	.963

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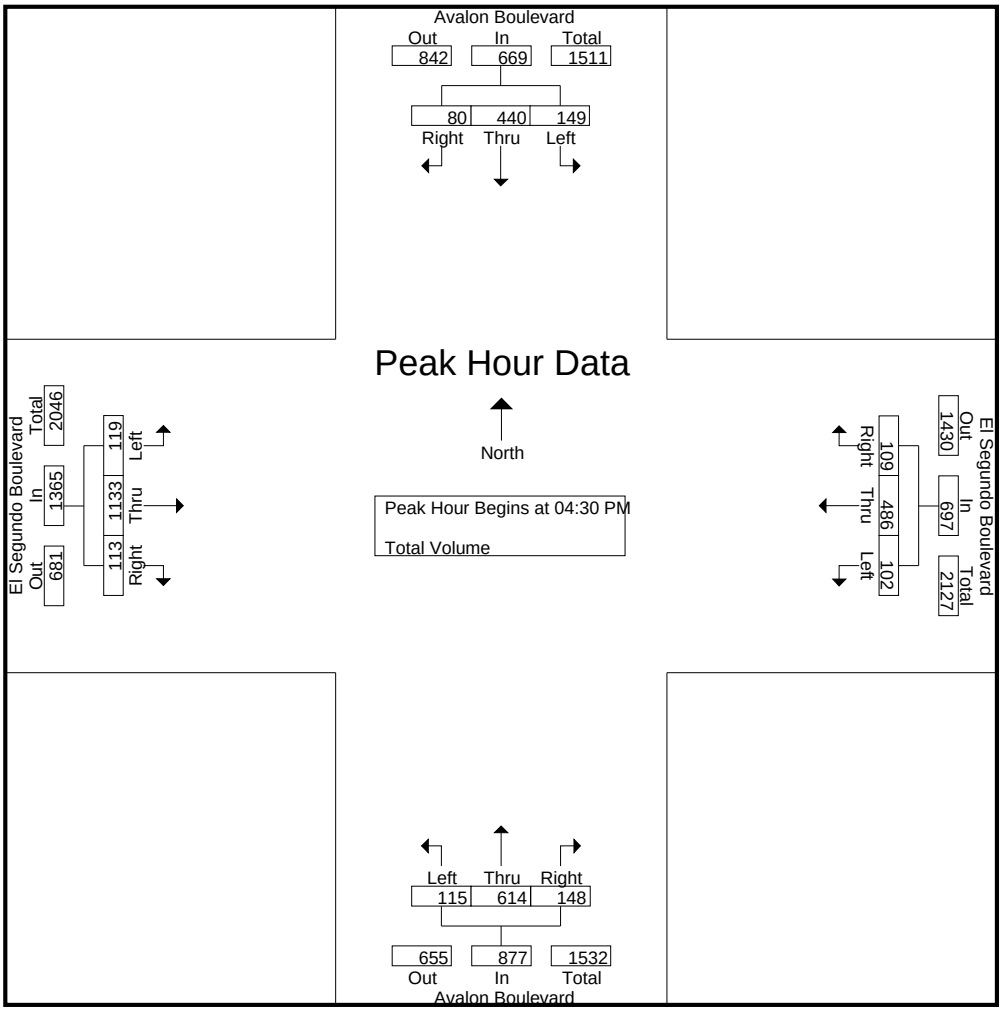


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	32	105	20	157	32	114	32	178	33	144	**45**	222	25	293	**33**	351
+15 mins.	**43**	105	19	167	23	**131**	30	**184**	30	**172**	33	235	26	279	27	332
+30 mins.	34	106	**23**	163	**35**	118	24	177	34	152	35	221	32	**295**	25	**352**
+45 mins.	40	**124**	18	**182**	22	111	**35**	168	**38**	172	28	**238**	**36**	281	23	340
Total Volume	149	440	80	669	112	474	121	707	135	640	141	916	119	1148	108	1375
% App. Total	22.3	65.8	12		15.8	67	17.1		14.7	69.9	15.4		8.7	83.5	7.9	
PHF	.866	.887	.870	.919	.800	.905	.864	.961	.888	.930	.783	.962	.826	.973	.818	.977

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-001 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

AM

NS/EW Streets:	McKinley Ave			McKinley Ave			El Segundo Blvd			El Segundo Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	3	0	1	3	0	
7:00 AM	3	0	6	0	0	0	0	83	2	0	224	0	318
7:15 AM	8	0	5	0	0	0	0	78	3	3	253	0	350
7:30 AM	6	0	3	0	0	0	0	101	3	3	263	0	379
7:45 AM	3	0	3	0	0	0	0	125	1	5	242	0	379
8:00 AM	7	0	3	0	0	0	0	102	13	0	203	0	328
8:15 AM	1	0	5	0	0	0	0	87	2	0	174	0	269
8:30 AM	2	0	0	0	0	0	0	96	2	1	188	0	289
8:45 AM	3	0	1	0	0	0	0	93	8	2	168	0	275
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	33	0	26	0	0	0	0	765	34	14	1715	0	2587
APPROACH %'s :	55.93%	0.00%	44.07%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	95.74%	4.26%	0.81%	99.19%	0.00%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	24	0	14	0	0	0	0	406	20	11	961	0	1436
PEAK HR FACTOR :		0.731			0.000			0.845			0.914		0.947

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-001 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

PM

NS/EW Streets:	McKinley Ave			McKinley Ave			El Segundo Blvd			El Segundo Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	3	0	1	3	0	
4:00 PM	5	0	3	0	0	0	0	328	9	2	153	0	500
4:15 PM	5	0	3	0	0	0	0	318	15	3	176	0	520
4:30 PM	1	0	3	0	0	0	0	382	12	5	181	0	584
4:45 PM	5	0	2	0	0	0	0	334	7	3	161	0	512
5:00 PM	2	0	5	0	0	0	1	370	18	5	175	0	576
5:15 PM	5	0	3	0	0	0	0	377	11	6	161	0	563
5:30 PM	7	0	5	0	0	0	0	365	6	7	157	0	547
5:45 PM	2	0	5	0	0	0	0	304	12	7	190	0	520
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	32	0	29	0	0	0	1	2778	90	38	1354	0	4322
APPROACH %'s :	52.46%	0.00%	47.54%	#DIV/0!	#DIV/0!	#DIV/0!	0.03%	96.83%	3.14%	2.73%	97.27%	0.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	13	0	13	0	0	0	1	1463	48	19	678	0	2235
PEAK HR FACTOR :		0.813			0.000			0.959			0.937		0.957

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

McKinley Ave and El Segundo Blvd , Los Angeles

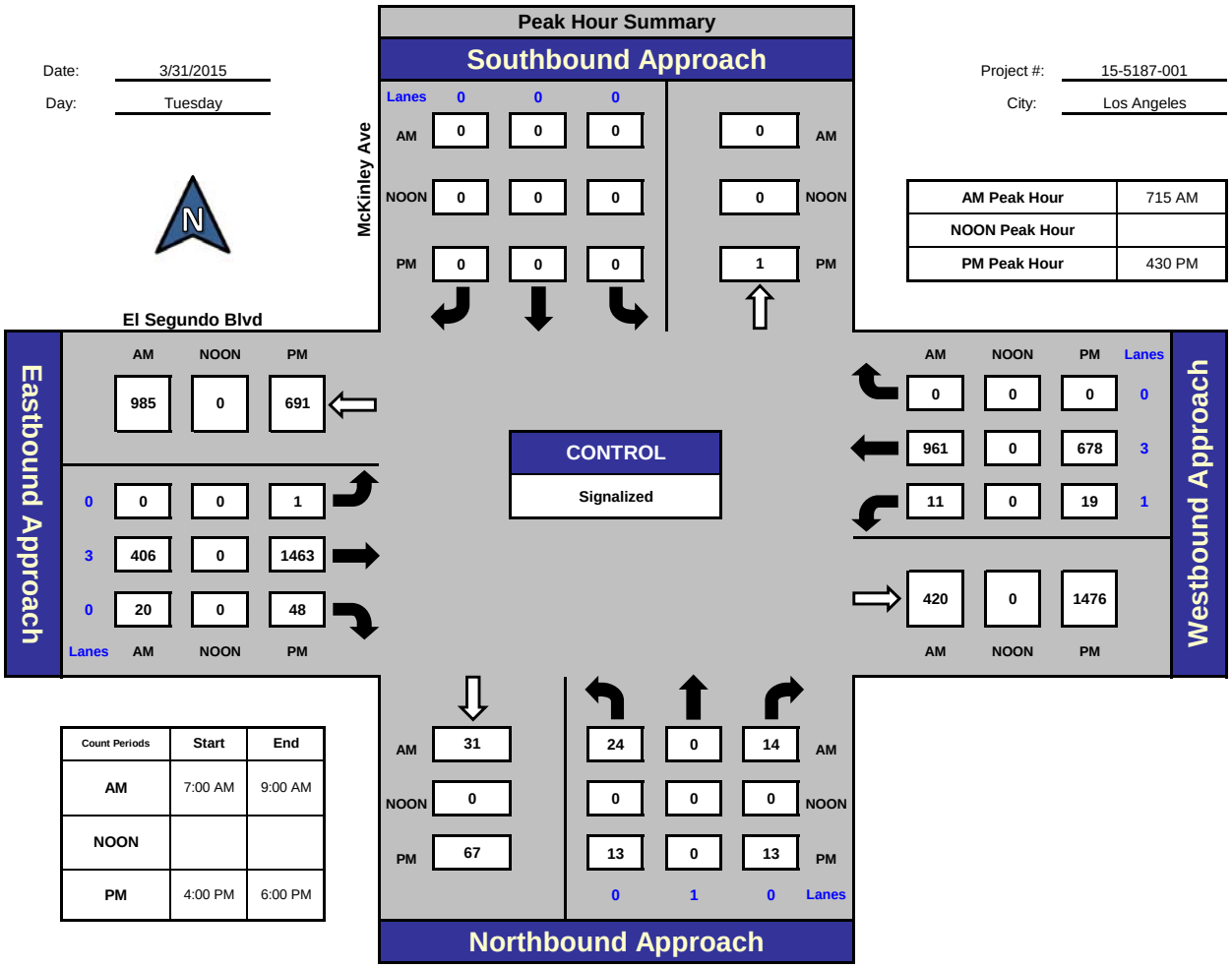
Date: 3/31/2015

Day: Tuesday

Project #: 15-5187-001

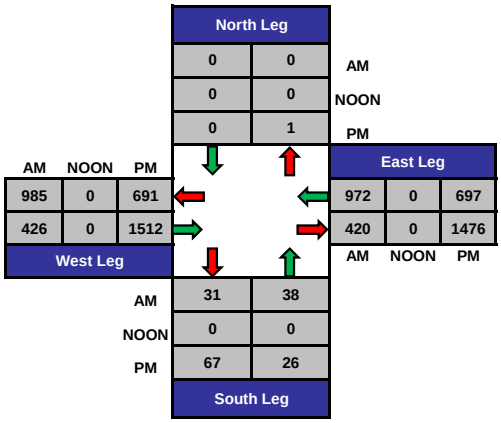
City: Los Angeles

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

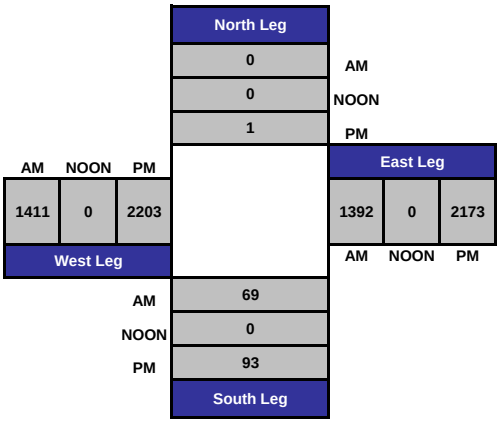


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



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City of Los Angeles
N/S: Wadsworth Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACWAESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	6	4	10	218	12	230	7	81	88	328
07:15 AM	3	6	9	253	12	265	1	92	93	367
07:30 AM	4	6	10	320	7	327	6	96	102	439
07:45 AM	8	0	8	258	11	269	3	99	102	379
Total	21	16	37	1049	42	1091	17	368	385	1513
08:00 AM	10	5	15	203	7	210	5	98	103	328
08:15 AM	9	9	18	180	5	185	5	95	100	303
08:30 AM	5	6	11	164	9	173	6	96	102	286
08:45 AM	7	5	12	152	8	160	2	82	84	256
Total	31	25	56	699	29	728	18	371	389	1173
Grand Total	52	41	93	1748	71	1819	35	739	774	2686
Apprch %	55.9	44.1		96.1	3.9		4.5	95.5		
Total %	1.9	1.5	3.5	65.1	2.6	67.7	1.3	27.5	28.8	

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	6	4	**10**	218	**12**	230	**7**	81	88	328
07:15 AM	3	**6**	9	253	12	265	1	92	93	367
07:30 AM	4	6	10	**320**	7	**327**	6	96	**102**	**439**
07:45 AM	**8**	0	8	258	11	269	3	**99**	102	379
Total Volume	21	16	37	1049	42	1091	17	368	385	1513
% App. Total	56.8	43.2		96.2	3.8		4.4	95.6		
PHF	.656	.667	.925	.820	.875	.834	.607	.929	.944	.862

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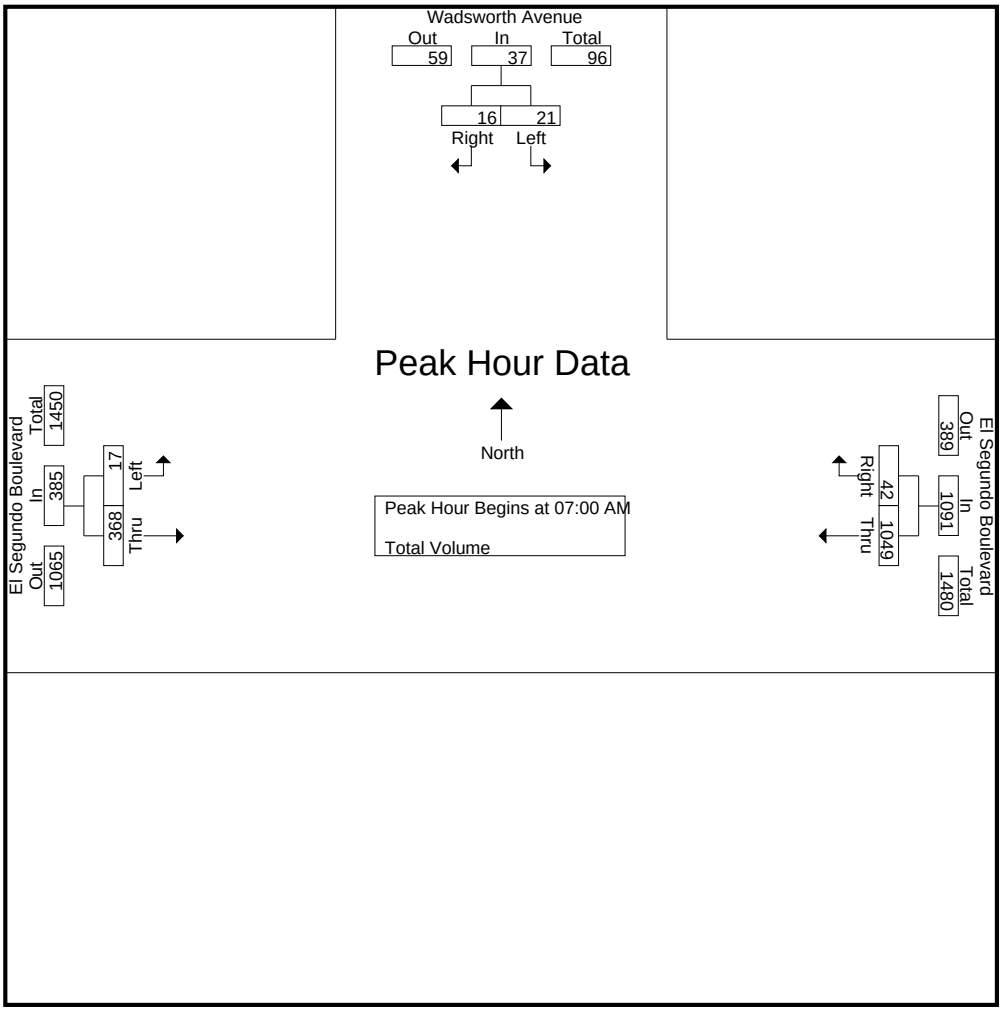

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			07:30 AM		
+0 mins.	**10**	5	15	218	**12**	230	**6**	96	102
+15 mins.	9	**9**	**18**	253	12	265	3	**99**	102
+30 mins.	5	6	11	**320**	7	**327**	5	98	**103**
+45 mins.	7	5	12	258	11	269	5	95	100
Total Volume	31	25	56	1049	42	1091	19	388	407
% App. Total	55.4	44.6		96.2	3.8		4.7	95.3	
PHF	.775	.694	.778	.820	.875	.834	.792	.980	.988

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Weather: Clear

File Name : LACWAESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	5	2	7	175	4	179	2	317	319	505
04:15 PM	5	5	10	155	3	158	2	287	289	457
04:30 PM	5	6	11	172	5	177	9	327	336	524
04:45 PM	5	2	7	152	9	161	10	324	334	502
Total	20	15	35	654	21	675	23	1255	1278	1988
05:00 PM	6	3	9	170	7	177	9	339	348	534
05:15 PM	7	7	14	158	11	169	12	336	348	531
05:30 PM	16	4	20	176	16	192	9	339	348	560
05:45 PM	8	5	13	154	14	168	11	321	332	513
Total	37	19	56	658	48	706	41	1335	1376	2138
Grand Total	57	34	91	1312	69	1381	64	2590	2654	4126
Apprch %	62.6	37.4		95	5		2.4	97.6		
Total %	1.4	0.8	2.2	31.8	1.7	33.5	1.6	62.8	64.3	

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	6	3	9	170	7	177	9	**339**	**348**	534
05:15 PM	7	**7**	14	158	11	169	**12**	336	348	531
05:30 PM	**16**	4	**20**	**176**	**16**	**192**	9	339	348	**560**
05:45 PM	8	5	13	154	14	168	11	321	332	513
Total Volume	37	19	56	658	48	706	41	1335	1376	2138
% App. Total	66.1	33.9		93.2	6.8		3	97		
PHF	.578	.679	.700	.935	.750	.919	.854	.985	.989	.954

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File Name : LACWAESPM
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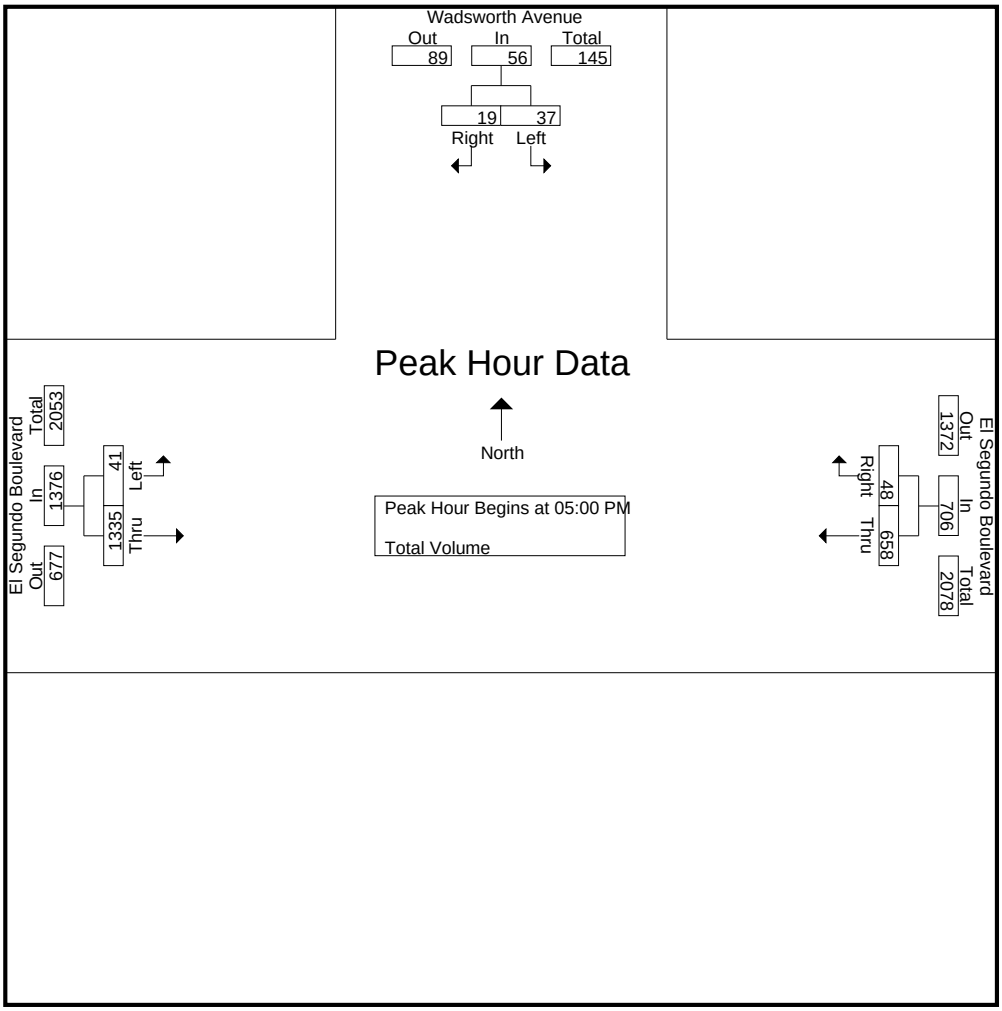

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:45 PM		
+0 mins.	6	3	9	170	7	177	10	324	334
+15 mins.	7	**7**	14	158	11	169	9	**339**	**348**
+30 mins.	**16**	4	**20**	**176**	**16**	**192**	**12**	336	348
+45 mins.	8	5	13	154	14	168	9	339	348
Total Volume	37	19	56	658	48	706	40	1338	1378
% App. Total	66.1	33.9		93.2	6.8		2.9	97.1	
PHF	.578	.679	.700	.935	.750	.919	.833	.987	.990

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City of Los Angeles
N/S: Clovis Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACCLESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Clovis Avenue Southbound				El Segundo Boulevard Westbound				Clovis Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	0	3	1	220	8	229	5	0	0	5	3	83	2	88	325
07:15 AM	0	0	0	0	1	250	2	253	2	0	2	4	0	92	4	96	353
07:30 AM	0	0	0	0	1	318	0	319	9	0	2	11	0	102	0	102	432
07:45 AM	0	0	0	0	3	284	1	288	1	0	2	3	0	100	1	101	392
Total	3	0	0	3	6	1072	11	1089	17	0	6	23	3	377	7	387	1502
08:00 AM	3	0	0	3	2	223	1	226	2	0	1	3	1	127	2	130	362
08:15 AM	6	0	0	6	1	185	0	186	2	1	4	7	0	114	3	117	316
08:30 AM	7	0	0	7	2	161	0	163	0	0	2	2	1	99	1	101	273
08:45 AM	0	0	0	0	1	151	1	153	0	0	2	2	0	91	1	92	247
Total	16	0	0	16	6	720	2	728	4	1	9	14	2	431	7	440	1198
Grand Total	19	0	0	19	12	1792	13	1817	21	1	15	37	5	808	14	827	2700
Apprch %	100	0	0		0.7	98.6	0.7		56.8	2.7	40.5		0.6	97.7	1.7		
Total %	0.7	0	0	0.7	0.4	66.4	0.5	67.3	0.8	0	0.6	1.4	0.2	29.9	0.5	30.6	

	Clovis Avenue Southbound				El Segundo Boulevard Westbound				Clovis Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	250	**2**	253	2	0	**2**	4	0	92	**4**	96	353
07:30 AM	0	0	0	0	1	**318**	0	**319**	**9**	0	2	**11**	0	102	0	102	**432**
07:45 AM	0	0	0	0	**3**	284	1	288	1	0	2	3	0	100	1	101	392
08:00 AM	**3**	0	0	**3**	2	223	1	226	2	0	1	3	**1**	**127**	2	**130**	362
Total Volume	3	0	0	3	7	1075	4	1086	14	0	7	21	1	421	7	429	1539
% App. Total	100	0	0		0.6	99	0.4		66.7	0	33.3		0.2	98.1	1.6		
PHF	.250	.000	.000	.250	.583	.845	.500	.851	.389	.000	.875	.477	.250	.829	.438	.825	.891

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City of Los Angeles
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File Name : LACCLESAM
Site Code : 12214167
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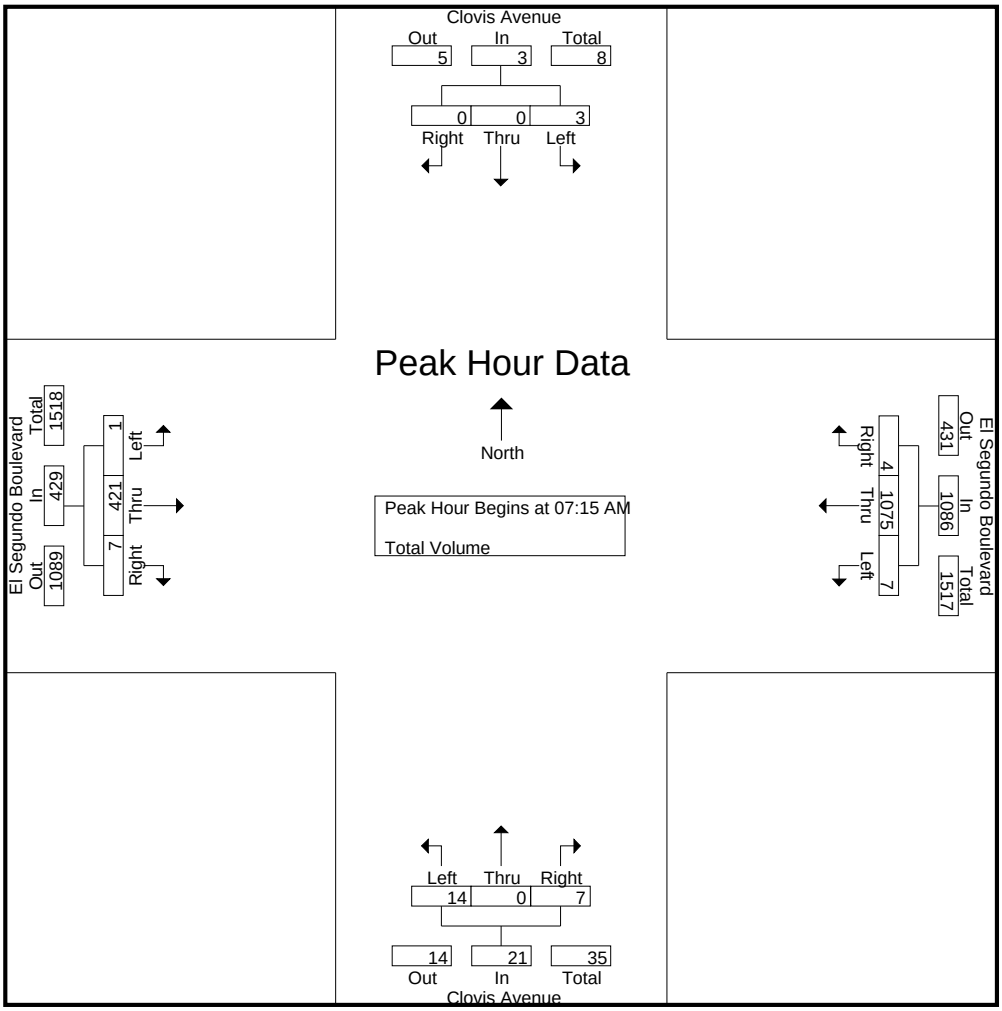

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	220	**8**	229	**9**	0	2	**11**	0	102	0	102
+15 mins.	3	0	0	3	1	250	2	253	1	0	2	3	0	100	1	101
+30 mins.	6	0	0	6	1	**318**	0	**319**	2	0	1	3	**1**	**127**	2	**130**
+45 mins.	**7**	0	0	**7**	**3**	284	1	288	2	**1**	**4**	7	0	114	**3**	117
Total Volume	16	0	0	16	6	1072	11	1089	14	1	9	24	1	443	6	450
% App. Total	100	0	0		0.6	98.4	1		58.3	4.2	37.5		0.2	98.4	1.3	
PHF	.571	.000	.000	.571	.500	.843	.344	.853	.389	.250	.563	.545	.250	.872	.500	.865

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City of Los Angeles
N/S: Clovis Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACCLESPM
Site Code : 12214167
Start Date : 4/22/2014
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Groups Printed- Total Volume

	Clovis Avenue Southbound				El Segundo Boulevard Westbound				Clovis Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	1	182	1	184	2	0	3	5	0	325	7	332	523
04:15 PM	3	0	1	4	2	156	1	159	2	0	0	2	0	303	1	304	469
04:30 PM	5	0	0	5	2	181	0	183	3	0	3	6	4	340	3	347	541
04:45 PM	0	0	1	1	3	167	2	172	3	0	3	6	1	338	5	344	523
Total	10	0	2	12	8	686	4	698	10	0	9	19	5	1306	16	1327	2056
05:00 PM	0	0	0	0	1	185	0	186	2	0	2	4	1	364	3	368	558
05:15 PM	1	1	2	4	0	172	0	172	1	0	1	2	1	350	2	353	531
05:30 PM	1	0	2	3	2	190	0	192	0	0	3	3	2	353	2	357	555
05:45 PM	2	1	0	3	6	170	1	177	2	1	4	7	0	319	5	324	511
Total	4	2	4	10	9	717	1	727	5	1	10	16	4	1386	12	1402	2155
Grand Total	14	2	6	22	17	1403	5	1425	15	1	19	35	9	2692	28	2729	4211
Apprch %	63.6	9.1	27.3		1.2	98.5	0.4		42.9	2.9	54.3		0.3	98.6	1		
Total %	0.3	0	0.1	0.5	0.4	33.3	0.1	33.8	0.4	0	0.5	0.8	0.2	63.9	0.7	64.8	

	Clovis Avenue Southbound				El Segundo Boulevard Westbound				Clovis Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	1	1	**3**	167	**2**	172	**3**	0	**3**	**6**	1	338	**5**	344	523
05:00 PM	0	0	0	0	1	185	0	186	2	0	2	4	1	**364**	3	**368**	**558**
05:15 PM	**1**	**1**	**2**	**4**	0	172	0	172	1	0	1	2	1	350	2	353	531
05:30 PM	1	0	2	3	2	**190**	0	**192**	0	0	3	3	**2**	353	2	357	555
Total Volume	2	1	5	8	6	714	2	722	6	0	9	15	5	1405	12	1422	2167
% App. Total	25	12.5	62.5		0.8	98.9	0.3		40	0	60		0.4	98.8	0.8		
PHF	.500	.250	.625	.500	.500	.939	.250	.940	.500	.000	.750	.625	.625	.965	.600	.966	.971

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File Name : LACCLESPM
Site Code : 12214167
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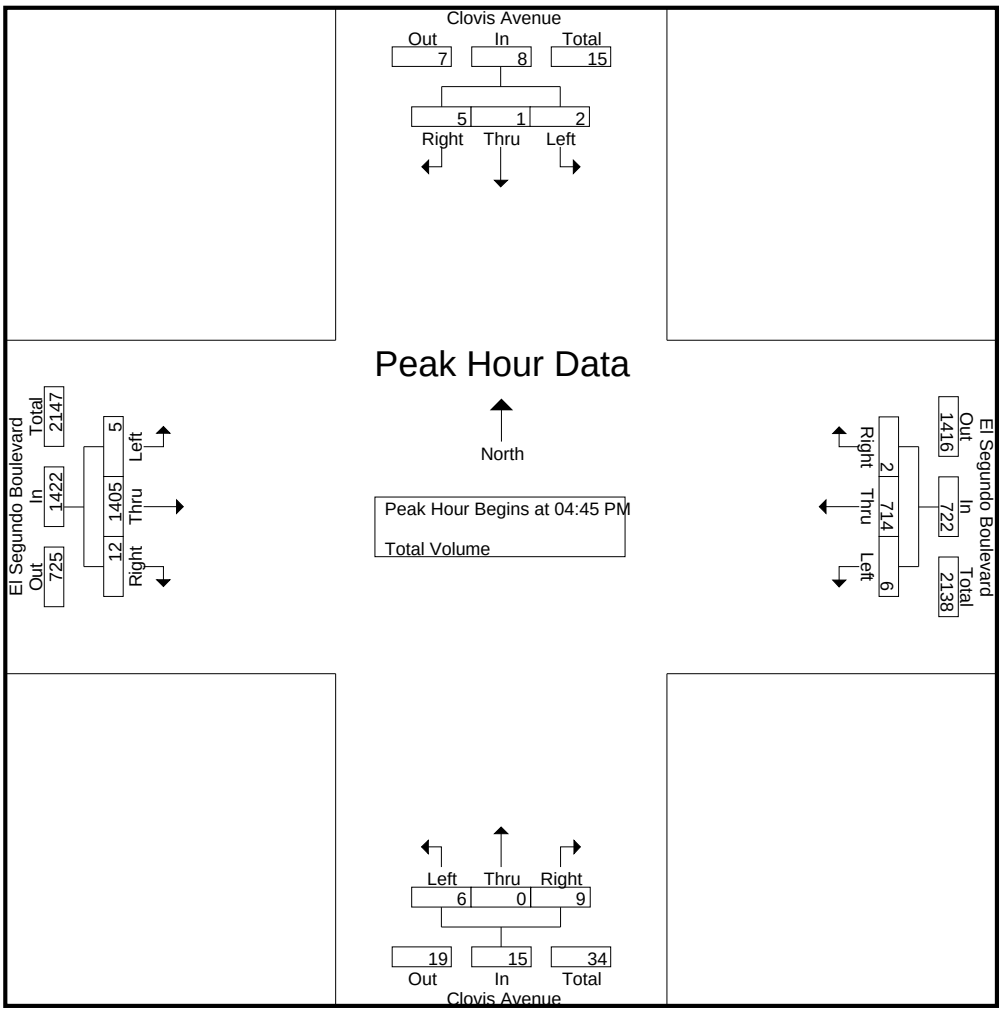

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	2	0	0	2	1	185	0	186	2	0	**3**	5	1	338	**5**	344
+15 mins.	3	0	**1**	4	0	172	0	172	2	0	0	2	1	**364**	3	**368**
+30 mins.	**5**	0	0	**5**	2	**190**	0	**192**	**3**	0	3	**6**	1	350	2	353
+45 mins.	0	0	1	1	**6**	170	**1**	177	3	0	3	6	**2**	353	2	357
Total Volume	10	0	2	12	9	717	1	727	10	0	9	19	5	1405	12	1422
% App. Total	83.3	0	16.7		1.2	98.6	0.1		52.6	0	47.4		0.4	98.8	0.8	
PHF	.500	.000	.500	.600	.375	.943	.250	.947	.833	.000	.750	.792	.625	.965	.600	.966

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
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City of Compton
N/S: Central Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : COMCEESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Central Avenue Southbound				El Segundo Boulevard Westbound				Central Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	85	31	125	19	189	11	219	29	117	14	160	35	41	10	86	590
07:15 AM	16	99	37	152	25	208	21	254	32	128	24	184	30	53	11	94	684
07:30 AM	13	123	48	184	27	246	16	289	30	144	27	201	33	71	9	113	787
07:45 AM	9	129	61	199	32	235	21	288	32	133	15	180	27	75	7	109	776
Total	47	436	177	660	103	878	69	1050	123	522	80	725	125	240	37	402	2837
08:00 AM	8	125	42	175	23	192	9	224	34	114	23	171	28	75	20	123	693
08:15 AM	14	112	45	171	17	135	15	167	23	113	13	149	32	74	24	130	617
08:30 AM	15	88	34	137	19	126	15	160	22	79	20	121	37	50	16	103	521
08:45 AM	13	119	36	168	17	114	18	149	19	94	13	126	27	51	6	84	527
Total	50	444	157	651	76	567	57	700	98	400	69	567	124	250	66	440	2358
Grand Total	97	880	334	1311	179	1445	126	1750	221	922	149	1292	249	490	103	842	5195
Apprch %	7.4	67.1	25.5		10.2	82.6	7.2		17.1	71.4	11.5		29.6	58.2	12.2		
Total %	1.9	16.9	6.4	25.2	3.4	27.8	2.4	33.7	4.3	17.7	2.9	24.9	4.8	9.4	2	16.2	

	Central Avenue Southbound				El Segundo Boulevard Westbound				Central Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**16**	99	37	152	25	208	**21**	254	32	128	24	184	30	53	11	94	684
07:30 AM	13	123	48	184	27	**246**	16	**289**	30	**144**	**27**	**201**	**33**	71	9	113	**787**
07:45 AM	9	**129**	**61**	**199**	**32**	235	21	288	32	133	15	180	27	**75**	7	109	776
08:00 AM	8	125	42	175	23	192	9	224	**34**	114	23	171	28	75	**20**	**123**	693
Total Volume	46	476	188	710	107	881	67	1055	128	519	89	736	118	274	47	439	2940
% App. Total	6.5	67	26.5		10.1	83.5	6.4		17.4	70.5	12.1		26.9	62.4	10.7		
PHF	.719	.922	.770	.892	.836	.895	.798	.913	.941	.901	.824	.915	.894	.913	.588	.892	.934

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City of Compton
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Weather: Clear

File Name : COMCEESAM
Site Code : 12214167
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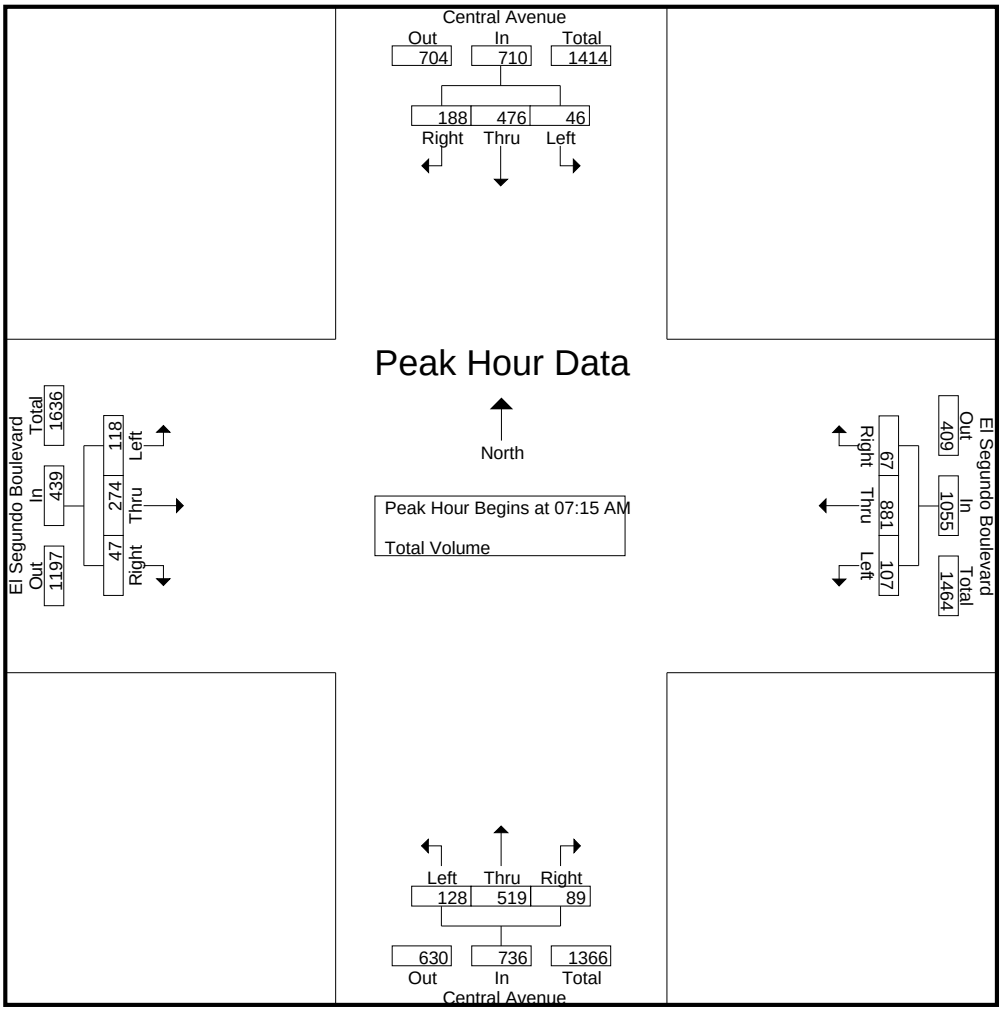

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	13	123	48	184	25	208	**21**	254	32	128	24	184	**33**	71	9	113
+15 mins.	9	**129**	**61**	**199**	27	**246**	16	**289**	30	**144**	**27**	**201**	27	**75**	7	109
+30 mins.	8	125	42	175	**32**	235	21	288	32	133	15	180	28	75	20	123
+45 mins.	**14**	112	45	171	23	192	9	224	**34**	114	23	171	32	74	**24**	**130**
Total Volume	44	489	196	729	107	881	67	1055	128	519	89	736	120	295	60	475
% App. Total	6	67.1	26.9		10.1	83.5	6.4		17.4	70.5	12.1		25.3	62.1	12.6	
PHF	.786	.948	.803	.916	.836	.895	.798	.913	.941	.901	.824	.915	.909	.983	.625	.913

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City of Compton
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File Name : COMCEESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Central Avenue Southbound				El Segundo Boulevard Westbound				Central Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	34	137	40	211	27	118	17	162	9	140	24	173	53	241	33	327	873
04:15 PM	33	150	27	210	15	111	24	150	19	126	34	179	44	202	36	282	821
04:30 PM	33	139	39	211	20	113	18	151	29	166	45	240	69	241	33	343	945
04:45 PM	47	159	19	225	34	129	14	177	15	153	41	209	52	259	40	351	962
Total	147	585	125	857	96	471	73	640	72	585	144	801	218	943	142	1303	3601
05:00 PM	40	150	33	223	28	102	27	157	24	145	53	222	65	239	34	338	940
05:15 PM	28	133	39	200	34	121	21	176	20	141	47	208	61	258	29	348	932
05:30 PM	47	176	34	257	20	108	12	140	33	153	39	225	51	238	52	341	963
05:45 PM	45	169	37	251	33	117	20	170	22	139	40	201	60	236	31	327	949
Total	160	628	143	931	115	448	80	643	99	578	179	856	237	971	146	1354	3784
Grand Total	307	1213	268	1788	211	919	153	1283	171	1163	323	1657	455	1914	288	2657	7385
Apprch %	17.2	67.8	15		16.4	71.6	11.9		10.3	70.2	19.5		17.1	72	10.8		
Total %	4.2	16.4	3.6	24.2	2.9	12.4	2.1	17.4	2.3	15.7	4.4	22.4	6.2	25.9	3.9	36	

	Central Avenue Southbound				El Segundo Boulevard Westbound				Central Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**47**	159	19	225	**34**	**129**	14	**177**	15	**153**	41	209	52	**259**	40	**351**	962
05:00 PM	40	150	33	223	28	102	**27**	157	24	145	**53**	222	**65**	239	34	338	940
05:15 PM	28	133	**39**	200	34	121	21	176	20	141	47	208	61	258	29	348	932
05:30 PM	47	**176**	34	**257**	20	108	12	140	**33**	153	39	**225**	51	238	**52**	341	**963**
Total Volume	162	618	125	905	116	460	74	650	92	592	180	864	229	994	155	1378	3797
% App. Total	17.9	68.3	13.8		17.8	70.8	11.4		10.6	68.5	20.8		16.6	72.1	11.2		
PHF	.862	.878	.801	.880	.853	.891	.685	.918	.697	.967	.849	.960	.881	.959	.745	.981	.986

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City of Compton
N/S: Central Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : COMCEESPM
Site Code : 12214167
Start Date : 4/22/2014
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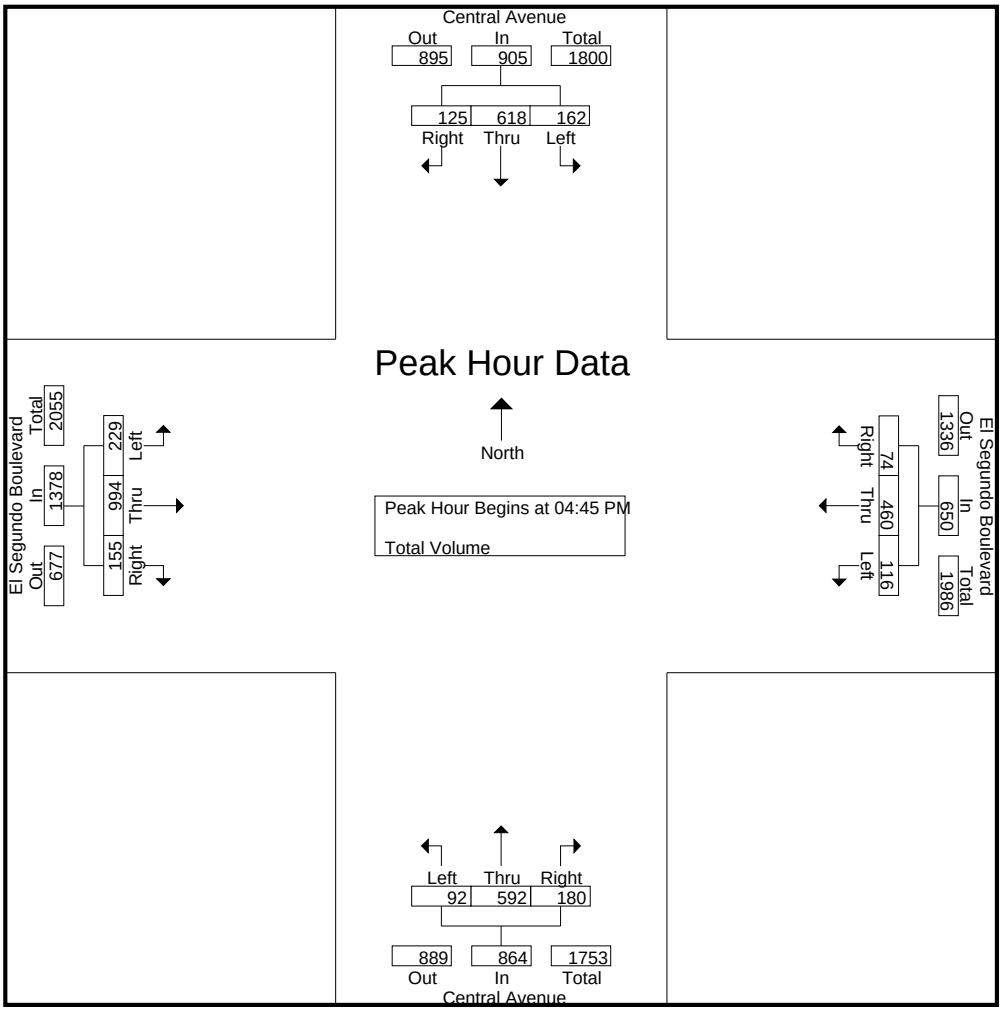

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	40	150	33	223	20	113	18	151	**29**	**166**	45	**240**	**69**	241	33	343
+15 mins.	28	133	**39**	200	**34**	**129**	14	**177**	15	153	41	209	52	**259**	**40**	**351**
+30 mins.	**47**	**176**	34	**257**	28	102	**27**	157	24	145	**53**	222	65	239	34	338
+45 mins.	45	169	37	251	34	121	21	176	20	141	47	208	61	258	29	348
Total Volume	160	628	143	931	116	465	80	661	88	605	186	879	247	997	136	1380
% App. Total	17.2	67.5	15.4		17.5	70.3	12.1		10	68.8	21.2		17.9	72.2	9.9	
PHF	.851	.892	.917	.906	.853	.901	.741	.934	.759	.911	.877	.916	.895	.962	.850	.983

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City of Los Angeles
N/S: Avalon Boulevard
E/W: 120th Street
Weather: Clear

File Name : LACAV120AM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Avalon Boulevard Southbound				120th Street Westbound				Avalon Boulevard Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	99	7	118	20	54	13	87	7	82	16	105	13	33	4	50	360
07:15 AM	8	100	8	116	27	89	14	130	11	120	19	150	14	40	9	63	459
07:30 AM	17	166	15	198	30	94	20	144	13	117	29	159	18	77	11	106	607
07:45 AM	21	148	8	177	36	110	33	179	14	109	35	158	16	66	13	95	609
Total	58	513	38	609	113	347	80	540	45	428	99	572	61	216	37	314	2035
08:00 AM	13	130	13	156	30	48	14	92	7	86	22	115	12	54	14	80	443
08:15 AM	18	96	4	118	20	47	15	82	7	92	19	118	8	45	9	62	380
08:30 AM	12	79	7	98	18	34	6	58	3	78	16	97	6	35	6	47	300
08:45 AM	11	89	7	107	17	38	11	66	4	74	14	92	9	35	4	48	313
Total	54	394	31	479	85	167	46	298	21	330	71	422	35	169	33	237	1436
Grand Total	112	907	69	1088	198	514	126	838	66	758	170	994	96	385	70	551	3471
Apprch %	10.3	83.4	6.3		23.6	61.3	15		6.6	76.3	17.1		17.4	69.9	12.7		
Total %	3.2	26.1	2	31.3	5.7	14.8	3.6	24.1	1.9	21.8	4.9	28.6	2.8	11.1	2	15.9	

	Avalon Boulevard Southbound				120th Street Westbound				Avalon Boulevard Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	100	8	116	27	89	14	130	11	**120**	19	150	14	40	9	63	459
07:30 AM	17	**166**	**15**	**198**	30	94	20	144	13	117	29	**159**	**18**	**77**	11	**106**	607
07:45 AM	**21**	148	8	177	**36**	**110**	**33**	**179**	**14**	109	**35**	158	16	66	13	95	**609**
08:00 AM	13	130	13	156	30	48	14	92	7	86	22	115	12	54	**14**	80	443
Total Volume	59	544	44	647	123	341	81	545	45	432	105	582	60	237	47	344	2118
% App. Total	9.1	84.1	6.8		22.6	62.6	14.9		7.7	74.2	18		17.4	68.9	13.7		
PHF	.702	.819	.733	.817	.854	.775	.614	.761	.804	.900	.750	.915	.833	.769	.839	.811	.869

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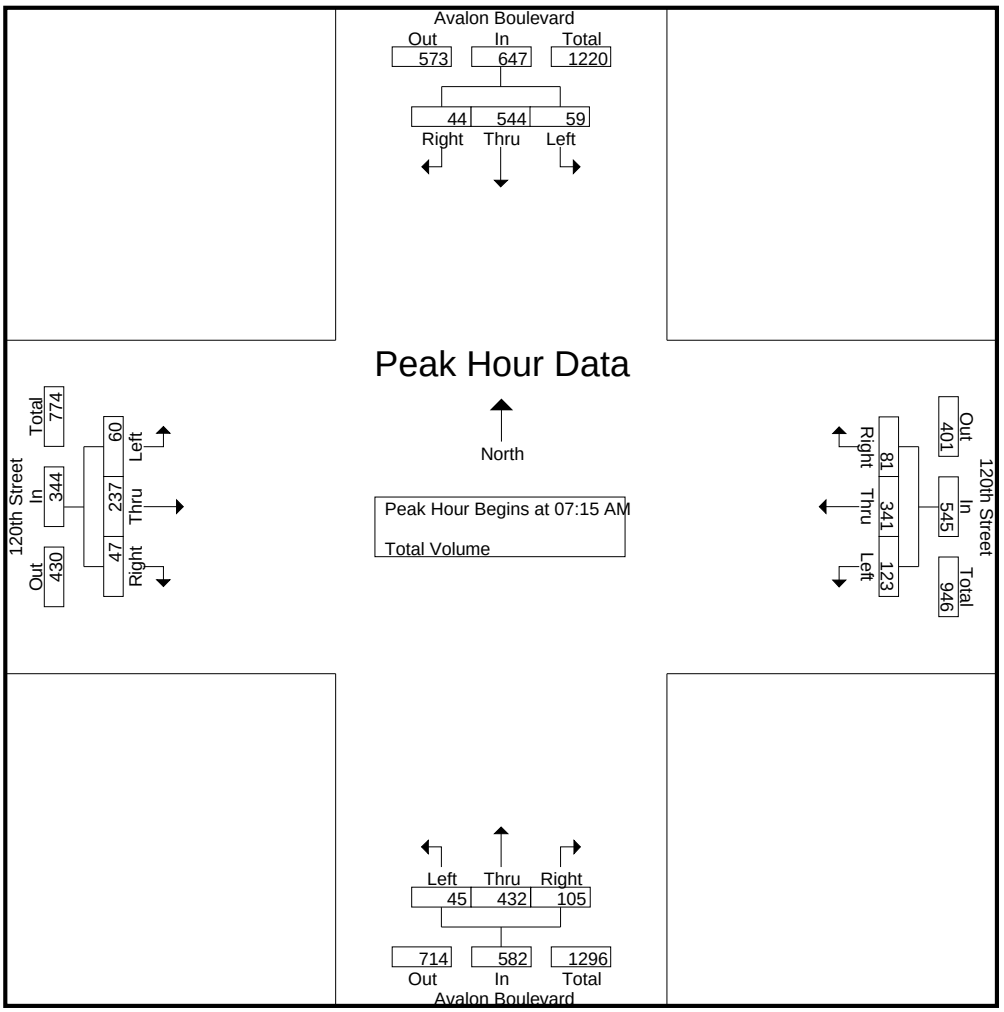
City of Los Angeles
N/S: Avalon Boulevard
E/W: 120th Street
Weather: Clear

File Name : LACAV120AM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	17	**166**	**15**	**198**	27	89	14	130	11	**120**	19	150	14	40	9	63
+15 mins.	**21**	148	8	177	30	94	20	144	13	117	29	**159**	**18**	**77**	11	**106**
+30 mins.	13	130	13	156	**36**	**110**	**33**	**179**	**14**	109	**35**	158	16	66	13	95
+45 mins.	18	96	4	118	30	48	14	92	7	86	22	115	12	54	**14**	80
Total Volume	69	540	40	649	123	341	81	545	45	432	105	582	60	237	47	344
% App. Total	10.6	83.2	6.2		22.6	62.6	14.9		7.7	74.2	18		17.4	68.9	13.7	
PHF	.821	.813	.667	.819	.854	.775	.614	.761	.804	.900	.750	.915	.833	.769	.839	.811

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City of Los Angeles
N/S: Avalon Boulevard
E/W: 120th Street
Weather: Clear

File Name : LACAV120PM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Avalon Boulevard Southbound				120th Street Westbound				Avalon Boulevard Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	111	5	132	27	54	13	94	7	164	34	205	21	78	15	114	545
04:15 PM	12	107	7	126	25	55	18	98	10	157	21	188	17	88	12	117	529
04:30 PM	26	112	6	144	27	51	19	97	15	151	34	200	22	104	15	141	582
04:45 PM	23	118	7	148	25	51	16	92	16	156	28	200	16	84	13	113	553
Total	77	448	25	550	104	211	66	381	48	628	117	793	76	354	55	485	2209
05:00 PM	23	112	8	143	27	41	18	86	10	136	27	173	28	88	19	135	537
05:15 PM	16	121	8	145	20	45	17	82	20	194	25	239	19	85	13	117	583
05:30 PM	13	110	6	129	20	50	11	81	13	126	21	160	22	85	10	117	487
05:45 PM	25	102	11	138	32	47	15	94	16	173	34	223	20	77	19	116	571
Total	77	445	33	555	99	183	61	343	59	629	107	795	89	335	61	485	2178
Grand Total	154	893	58	1105	203	394	127	724	107	1257	224	1588	165	689	116	970	4387
Apprch %	13.9	80.8	5.2		28	54.4	17.5		6.7	79.2	14.1		17	71	12		
Total %	3.5	20.4	1.3	25.2	4.6	9	2.9	16.5	2.4	28.7	5.1	36.2	3.8	15.7	2.6	22.1	

	Avalon Boulevard Southbound				120th Street Westbound				Avalon Boulevard Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**26**	112	6	144	**27**	**51**	**19**	**97**	15	151	**34**	200	22	**104**	15	**141**	582
04:45 PM	23	118	7	**148**	25	51	16	92	16	156	28	200	16	84	13	113	553
05:00 PM	23	112	**8**	143	27	41	18	86	10	136	27	173	**28**	88	**19**	135	537
05:15 PM	16	**121**	8	145	20	45	17	82	**20**	**194**	25	**239**	19	85	13	117	**583**
Total Volume	88	463	29	580	99	188	70	357	61	637	114	812	85	361	60	506	2255
% App. Total	15.2	79.8	5		27.7	52.7	19.6		7.5	78.4	14		16.8	71.3	11.9		
PHF	.846	.957	.906	.980	.917	.922	.921	.920	.763	.821	.838	.849	.759	.868	.789	.897	.967

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File Name : LACAV120PM
Site Code : 12214167
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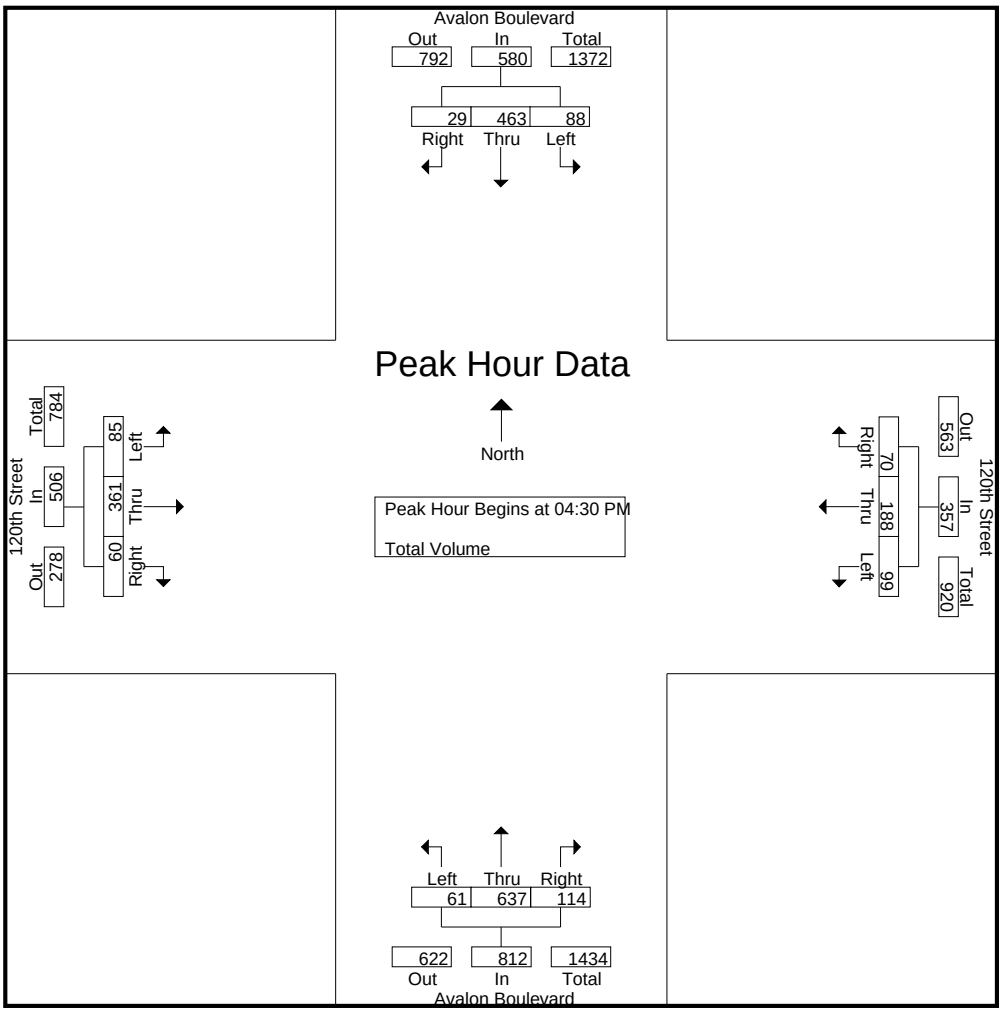

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:30 PM				04:15 PM			
+0 mins.	**26**	112	6	144	**27**	54	13	94	15	151	**34**	200	17	88	12	117
+15 mins.	23	118	7	**148**	25	**55**	18	**98**	16	156	28	200	22	**104**	15	**141**
+30 mins.	23	112	**8**	143	27	51	**19**	97	10	136	27	173	16	84	13	113
+45 mins.	16	**121**	8	145	25	51	16	92	**20**	**194**	25	**239**	**28**	88	**19**	135
Total Volume	88	463	29	580	104	211	66	381	61	637	114	812	83	364	59	506
% App. Total	15.2	79.8	5		27.3	55.4	17.3		7.5	78.4	14		16.4	71.9	11.7	
PHF	.846	.957	.906	.980	.963	.959	.868	.972	.763	.821	.838	.849	.741	.875	.776	.897

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-004 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

AM

NS/EW Streets:	Wadsworth Ave			Wadsworth Ave			120th St			120th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	0	0	0	0	4	1	67	0	0	66	0	138
7:15 AM	0	0	0	3	0	5	2	69	0	0	75	0	154
7:30 AM	0	0	0	3	0	3	3	62	0	0	90	1	162
7:45 AM	0	0	0	7	0	6	1	65	0	0	67	1	147
8:00 AM	0	0	0	2	0	4	0	62	0	0	84	3	155
8:15 AM	0	0	0	4	0	4	0	54	0	0	69	2	133
8:30 AM	0	0	0	1	0	4	1	52	0	0	77	2	137
8:45 AM	0	0	0	8	0	4	2	63	0	0	54	5	136
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	28	0	34	10	494	0	0	582	14	1162
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	45.16%	0.00%	54.84%	1.98%	98.02%	0.00%	0.00%	97.65%	2.35%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	15	0	18	6	258	0	0	316	5	618
PEAK HR FACTOR :		0.000			0.635			0.930			0.882		0.954

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-004 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

PM

NS/EW Streets:	Wadsworth Ave			Wadsworth Ave			120th St			120th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
4:00 PM	0	0	0	5	0	4	1	102	0	0	102	4	218
4:15 PM	0	0	0	6	0	2	3	129	0	0	96	6	242
4:30 PM	0	0	0	4	0	4	6	120	0	0	127	3	264
4:45 PM	0	0	0	7	0	9	10	146	0	0	104	4	280
5:00 PM	0	0	0	5	0	2	2	131	0	0	93	7	240
5:15 PM	0	0	0	7	0	4	11	146	0	0	86	1	255
5:30 PM	0	0	0	9	0	5	4	128	0	0	87	3	236
5:45 PM	0	0	0	3	0	1	7	119	0	0	85	8	223
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	46	0	31	44	1021	0	0	780	36	1958
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	59.74%	0.00%	40.26%	4.13%	95.87%	0.00%	0.00%	95.59%	4.41%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	23	0	19	29	543	0	0	410	15	1039
PEAK HR FACTOR :		0.000			0.656			0.911			0.817		0.928

CONTROL : 1-Way Stop (SB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Wadsworth Ave and 120th St , Los Angeles

Date: 3/31/2015

Day: Tuesday

Project #: 15-5187-004

City: Los Angeles

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Wadsworth Ave)

	Lanes 0	1	0	
AM	18	0	15	11 AM
NOON	0	0	0	0 NOON
PM	19	0	23	44 PM

Eastbound Approach (120th St)

	AM	NOON	PM
	334	0	429
0	6	0	29
1	258	0	543
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	5	0	15	0
	316	0	410	1
	0	0	0	0
	273	0	566	
	AM	NOON	PM	

Northbound Approach

AM	0	0	0	0 AM
NOON	0	0	0	0 NOON
PM	0	0	0	0 PM
		0	0	0 Lanes

CONTROL

1-Way Stop (SB)

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	33	11	AM
NOON	0	0	NOON
PM	42	44	PM

West Leg	AM	NOON	PM
	334	0	429
	264	0	572

East Leg	AM	NOON	PM
	321	0	425
	273	0	566

South Leg		
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

North Leg	
44	AM
0	NOON
86	PM

West Leg	AM	NOON	PM
	598	0	1001

East Leg	AM	NOON	PM
	594	0	991

South Leg	
AM	0
NOON	0
PM	0

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City of Los Angeles
N/S: Central Avenue
E/W: 120th Street
Weather: Clear

File Name : LACCE120AM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Central Avenue Southbound				120th Street Westbound				Central Avenue Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	20	113	13	146	10	52	23	85	14	153	9	176	30	44	8	82	489
07:15 AM	31	123	22	176	12	81	34	127	15	159	13	187	26	46	6	78	568
07:30 AM	37	138	11	186	33	110	40	183	20	165	18	203	33	90	8	131	703
07:45 AM	50	166	26	242	30	148	46	224	19	156	36	211	25	101	9	135	812
Total	138	540	72	750	85	391	143	619	68	633	76	777	114	281	31	426	2572
08:00 AM	40	149	21	210	13	62	17	92	9	131	11	151	24	64	4	92	545
08:15 AM	30	147	28	205	10	44	19	73	9	145	7	161	25	48	9	82	521
08:30 AM	26	110	18	154	10	26	19	55	10	122	9	141	25	37	6	68	418
08:45 AM	18	153	19	190	8	34	16	58	9	131	8	148	19	43	12	74	470
Total	114	559	86	759	41	166	71	278	37	529	35	601	93	192	31	316	1954
Grand Total	252	1099	158	1509	126	557	214	897	105	1162	111	1378	207	473	62	742	4526
Apprch %	16.7	72.8	10.5		14	62.1	23.9		7.6	84.3	8.1		27.9	63.7	8.4		
Total %	5.6	24.3	3.5	33.3	2.8	12.3	4.7	19.8	2.3	25.7	2.5	30.4	4.6	10.5	1.4	16.4	

	Central Avenue Southbound				120th Street Westbound				Central Avenue Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	31	123	22	176	12	81	34	127	15	159	13	187	26	46	6	78	568
07:30 AM	37	138	11	186	**33**	110	40	183	**20**	**165**	18	203	**33**	90	8	131	703
07:45 AM	**50**	**166**	**26**	**242**	30	**148**	**46**	**224**	19	156	**36**	**211**	25	**101**	**9**	**135**	**812**
08:00 AM	40	149	21	210	13	62	17	92	9	131	11	151	24	64	4	92	545
Total Volume	158	576	80	814	88	401	137	626	63	611	78	752	108	301	27	436	2628
% App. Total	19.4	70.8	9.8		14.1	64.1	21.9		8.4	81.2	10.4		24.8	69	6.2		
PHF	.790	.867	.769	.841	.667	.677	.745	.699	.788	.926	.542	.891	.818	.745	.750	.807	.809

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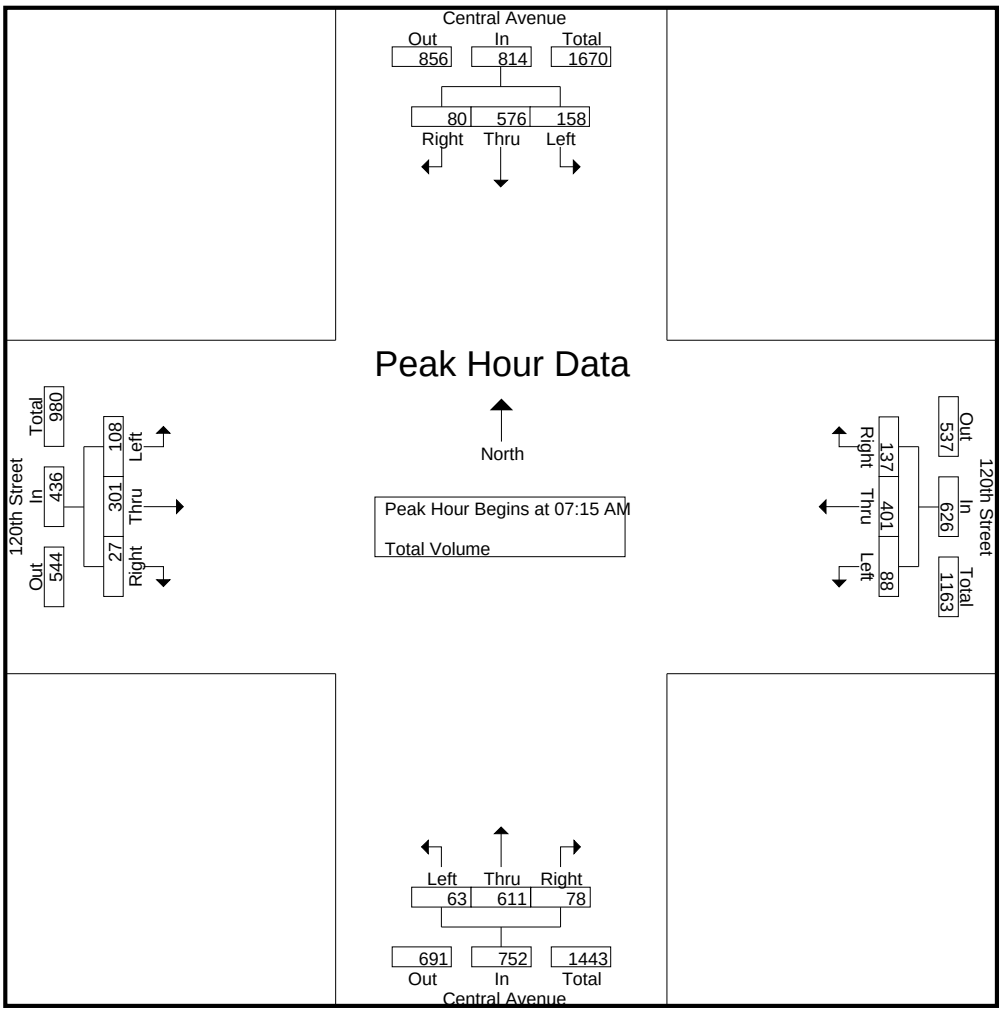
City of Los Angeles
N/S: Central Avenue
E/W: 120th Street
Weather: Clear

File Name : LACCE120AM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	37	138	11	186	12	81	34	127	14	153	9	176	**33**	90	8	131
+15 mins.	**50**	**166**	26	**242**	**33**	110	40	183	15	159	13	187	25	**101**	**9**	**135**
+30 mins.	40	149	21	210	30	**148**	**46**	**224**	**20**	**165**	18	203	24	64	4	92
+45 mins.	30	147	**28**	205	13	62	17	92	19	156	**36**	**211**	25	48	9	82
Total Volume	157	600	86	843	88	401	137	626	68	633	76	777	107	303	30	440
% App. Total	18.6	71.2	10.2		14.1	64.1	21.9		8.8	81.5	9.8		24.3	68.9	6.8	
PHF	.785	.904	.768	.871	.667	.677	.745	.699	.850	.959	.528	.921	.811	.750	.833	.815

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City of Los Angeles
N/S: Central Avenue
E/W: 120th Street
Weather: Clear

File Name : LACCE120PM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Central Avenue Southbound				120th Street Westbound				Central Avenue Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	41	186	27	254	21	48	24	93	14	175	22	211	29	78	16	123	681
04:15 PM	51	200	29	280	12	54	26	92	19	167	23	209	24	88	20	132	713
04:30 PM	39	176	26	241	18	56	42	116	16	196	26	238	26	89	20	135	730
04:45 PM	32	206	31	269	10	40	35	85	17	187	27	231	34	85	22	141	726
Total	163	768	113	1044	61	198	127	386	66	725	98	889	113	340	78	531	2850
05:00 PM	40	186	26	252	14	52	35	101	11	205	15	231	39	96	18	153	737
05:15 PM	44	187	24	255	10	43	21	74	11	194	23	228	42	88	21	151	708
05:30 PM	49	207	21	277	21	52	28	101	10	175	30	215	24	88	10	122	715
05:45 PM	33	213	34	280	21	41	29	91	14	180	28	222	30	81	18	129	722
Total	166	793	105	1064	66	188	113	367	46	754	96	896	135	353	67	555	2882
Grand Total	329	1561	218	2108	127	386	240	753	112	1479	194	1785	248	693	145	1086	5732
Apprch %	15.6	74.1	10.3		16.9	51.3	31.9		6.3	82.9	10.9		22.8	63.8	13.4		
Total %	5.7	27.2	3.8	36.8	2.2	6.7	4.2	13.1	2	25.8	3.4	31.1	4.3	12.1	2.5	18.9	

	Central Avenue Southbound				120th Street Westbound				Central Avenue Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**51**	200	29	**280**	12	54	26	92	**19**	167	23	209	24	88	20	132	713
04:30 PM	39	176	26	241	**18**	**56**	**42**	**116**	16	196	26	**238**	26	89	20	135	730
04:45 PM	32	**206**	**31**	269	10	40	35	85	17	187	**27**	231	34	85	**22**	141	726
05:00 PM	40	186	26	252	14	52	35	101	11	**205**	15	231	**39**	**96**	18	**153**	**737**
Total Volume	162	768	112	1042	54	202	138	394	63	755	91	909	123	358	80	561	2906
% App. Total	15.5	73.7	10.7		13.7	51.3	35		6.9	83.1	10		21.9	63.8	14.3		
PHF	.794	.932	.903	.930	.750	.902	.821	.849	.829	.921	.843	.955	.788	.932	.909	.917	.986

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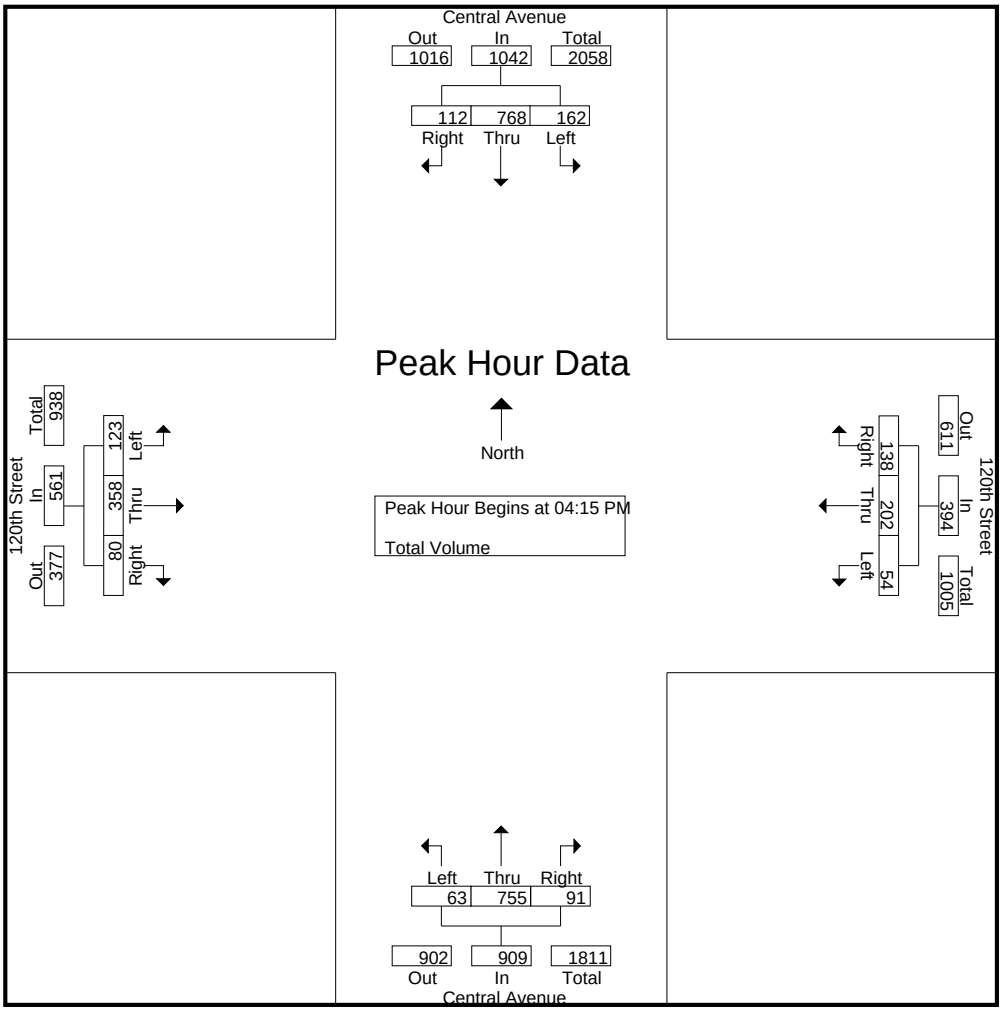
City of Los Angeles
N/S: Central Avenue
E/W: 120th Street
Weather: Clear

File Name : LACCE120PM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:30 PM				04:30 PM			
+0 mins.	40	186	26	252	12	54	26	92	16	196	26	**238**	26	89	20	135
+15 mins.	44	187	24	255	**18**	**56**	**42**	**116**	**17**	187	**27**	231	34	85	**22**	141
+30 mins.	**49**	207	21	277	10	40	35	85	11	**205**	15	231	39	**96**	18	**153**
+45 mins.	33	**213**	**34**	**280**	14	52	35	101	11	194	23	228	**42**	88	21	151
Total Volume	166	793	105	1064	54	202	138	394	55	782	91	928	141	358	81	580
% App. Total	15.6	74.5	9.9		13.7	51.3	35		5.9	84.3	9.8		24.3	61.7	14	
PHF	.847	.931	.772	.950	.750	.902	.821	.849	.809	.954	.843	.975	.839	.932	.920	.948

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City of Los Angeles
N/S: Central Avenue
E/W: I-105 Eastbound On / Off Ramps
Weather: Clear

File Name : LACCE105EAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Central Avenue Southbound				I-105 Eastbound On Ramp Westbound				Central Avenue Northbound				I-105 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	127	96	0	223	0	0	0	0	0	142	90	232	94	1	59	154	609
07:15 AM	138	121	0	259	0	0	0	0	0	166	93	259	116	1	78	195	713
07:30 AM	125	124	0	249	0	0	0	0	0	182	86	268	134	0	91	225	742
07:45 AM	107	155	0	262	0	0	0	0	0	165	83	248	170	0	113	283	793
Total	497	496	0	993	0	0	0	0	0	655	352	1007	514	2	341	857	2857
08:00 AM	131	153	0	284	0	0	0	0	0	134	59	193	126	0	69	195	672
08:15 AM	112	154	0	266	0	0	0	0	0	142	68	210	114	0	76	190	666
08:30 AM	90	108	0	198	0	0	0	0	0	112	58	170	94	1	66	161	529
08:45 AM	102	134	0	236	0	0	0	0	0	129	59	188	69	1	75	145	569
Total	435	549	0	984	0	0	0	0	0	517	244	761	403	2	286	691	2436
Grand Total	932	1045	0	1977	0	0	0	0	0	1172	596	1768	917	4	627	1548	5293
Apprch %	47.1	52.9	0		0	0	0		0	66.3	33.7		59.2	0.3	40.5		
Total %	17.6	19.7	0	37.4	0	0	0	0	0	22.1	11.3	33.4	17.3	0.1	11.8	29.2	

	Central Avenue Southbound				I-105 Eastbound On Ramp Westbound				Central Avenue Northbound				I-105 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**138**	121	0	259	0	0	0	0	0	166	**93**	259	116	**1**	78	195	713
07:30 AM	125	124	0	249	0	0	0	0	0	**182**	86	**268**	134	0	91	225	742
07:45 AM	107	**155**	0	262	0	0	0	0	0	165	83	248	**170**	0	**113**	**283**	**793**
08:00 AM	131	153	0	**284**	0	0	0	0	0	134	59	193	126	0	69	195	672
Total Volume	501	553	0	1054	0	0	0	0	0	647	321	968	546	1	351	898	2920
% App. Total	47.5	52.5	0		0	0	0		0	66.8	33.2		60.8	0.1	39.1		
PHF	.908	.892	.000	.928	.000	.000	.000	.000	.000	.889	.863	.903	.803	.250	.777	.793	.921

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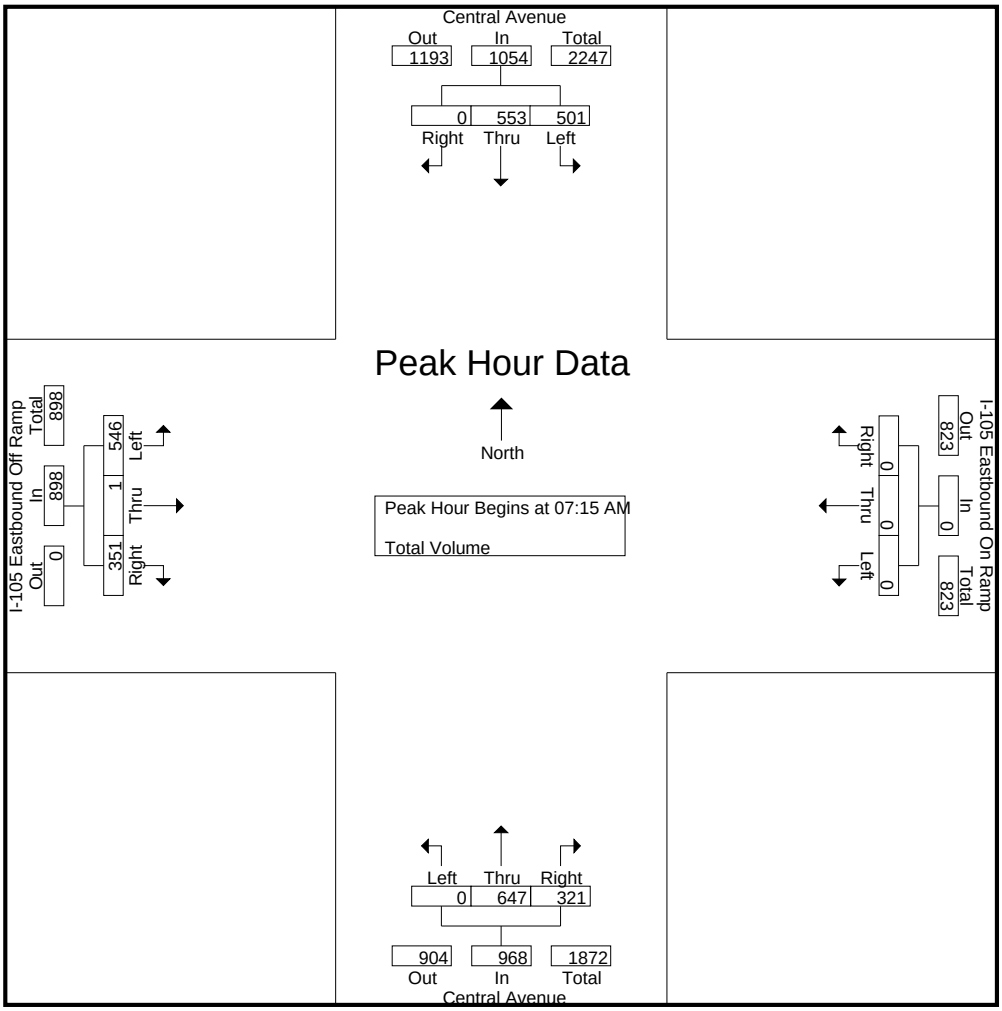
City of Los Angeles
N/S: Central Avenue
E/W: I-105 Eastbound On / Off Ramps
Weather: Clear

File Name : LACCE105EAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	125	124	0	249	0	0	0	0	0	142	90	232	116	**1**	78	195
+15 mins.	107	**155**	0	262	0	0	0	0	0	166	**93**	259	134	0	91	225
+30 mins.	**131**	153	0	**284**	0	0	0	0	0	**182**	86	**268**	**170**	0	**113**	**283**
+45 mins.	112	154	0	266	0	0	0	0	0	165	83	248	126	0	69	195
Total Volume	475	586	0	1061	0	0	0	0	0	655	352	1007	546	1	351	898
% App. Total	44.8	55.2	0		0	0	0		0	65	35		60.8	0.1	39.1	
PHF	.906	.945	.000	.934	.000	.000	.000	.000	.000	.900	.946	.939	.803	.250	.777	.793

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City of Los Angeles
N/S: Central Avenue
E/W: I-105 Eastbound On / Off Ramps
Weather: Clear

File Name : LACCE105EPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Central Avenue Southbound				I-105 Eastbound On Ramp Westbound				Central Avenue Northbound				I-105 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	111	177	0	288	0	0	0	0	0	168	81	249	134	46	94	274	811
04:15 PM	111	193	0	304	0	0	0	0	0	150	65	215	102	48	110	260	779
04:30 PM	98	173	0	271	0	0	0	0	0	177	85	262	125	54	108	287	820
04:45 PM	104	207	0	311	0	0	0	0	0	188	69	257	124	59	88	271	839
Total	424	750	0	1174	0	0	0	0	0	683	300	983	485	207	400	1092	3249
05:00 PM	115	172	0	287	0	0	0	0	0	195	88	283	129	57	103	289	859
05:15 PM	123	184	0	307	0	0	0	0	0	196	95	291	129	52	96	277	875
05:30 PM	108	183	0	291	0	0	0	0	0	169	63	232	119	54	122	295	818
05:45 PM	89	202	0	291	0	0	0	0	0	183	72	255	132	46	111	289	835
Total	435	741	0	1176	0	0	0	0	0	743	318	1061	509	209	432	1150	3387
Grand Total	859	1491	0	2350	0	0	0	0	0	1426	618	2044	994	416	832	2242	6636
Apprch %	36.6	63.4	0		0	0	0		0	69.8	30.2		44.3	18.6	37.1		
Total %	12.9	22.5	0	35.4	0	0	0	0	0	21.5	9.3	30.8	15	6.3	12.5	33.8	

	Central Avenue Southbound				I-105 Eastbound On Ramp Westbound				Central Avenue Northbound				I-105 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	98	173	0	271	0	0	0	0	0	177	85	262	125	54	**108**	287	820
04:45 PM	104	**207**	0	**311**	0	0	0	0	0	188	69	257	124	**59**	88	271	839
05:00 PM	115	172	0	287	0	0	0	0	0	195	88	283	**129**	57	103	**289**	859
05:15 PM	**123**	184	0	307	0	0	0	0	0	**196**	**95**	**291**	129	52	96	277	**875**
Total Volume	440	736	0	1176	0	0	0	0	0	756	337	1093	507	222	395	1124	3393
% App. Total	37.4	62.6	0		0	0	0		0	69.2	30.8		45.1	19.8	35.1		
PHF	.894	.889	.000	.945	.000	.000	.000	.000	.000	.964	.887	.939	.983	.941	.914	.972	.969

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City of Los Angeles
N/S: Central Avenue
E/W: I-105 Eastbound On / Off Ramps
Weather: Clear

File Name : LACCE105EPM
Site Code : 12214167
Start Date : 4/22/2014
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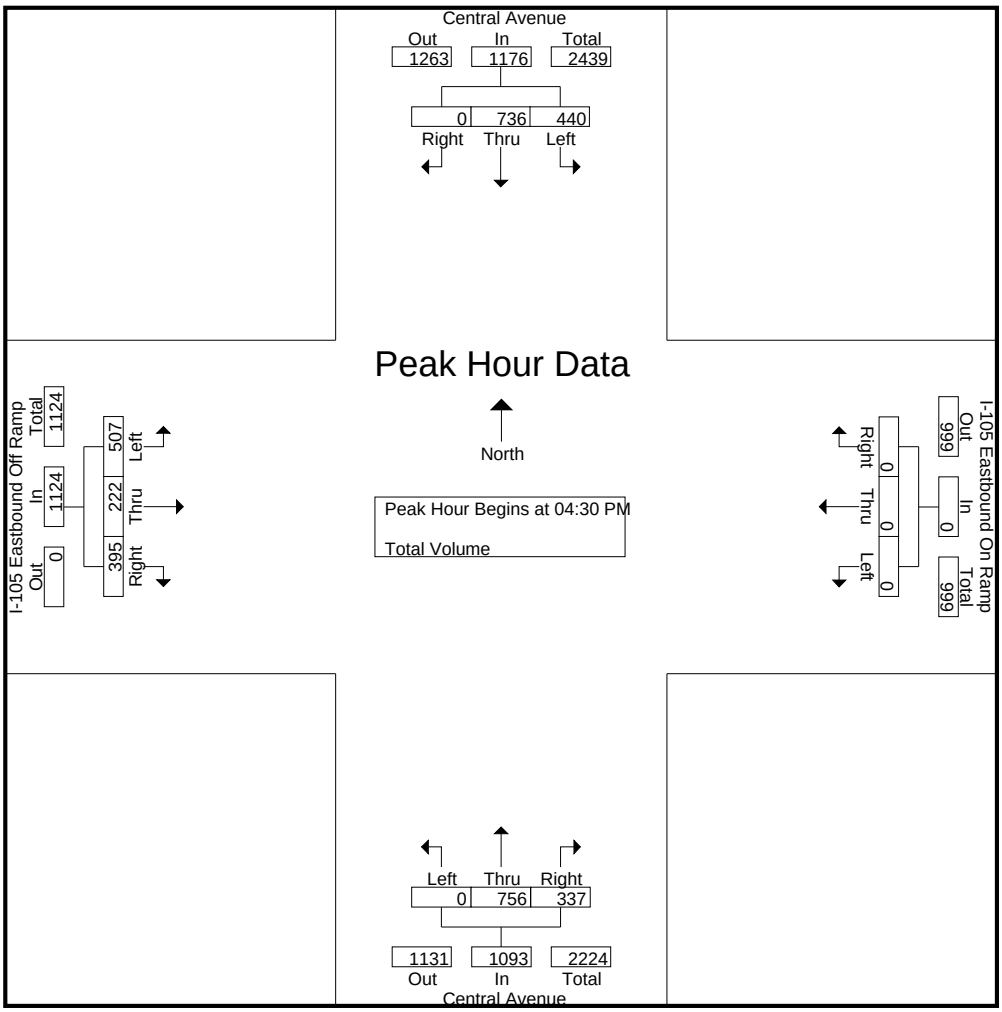

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:30 PM				05:00 PM			
+0 mins.	104	**207**	0	**311**	0	0	0	0	0	177	85	262	129	**57**	103	289
+15 mins.	115	172	0	287	0	0	0	0	0	188	69	257	129	52	96	277
+30 mins.	**123**	184	0	307	0	0	0	0	0	195	88	283	119	54	**122**	**295**
+45 mins.	108	183	0	291	0	0	0	0	0	**196**	**95**	**291**	**132**	46	111	289
Total Volume	450	746	0	1196	0	0	0	0	0	756	337	1093	509	209	432	1150
% App. Total	37.6	62.4	0		0	0	0		0	69.2	30.8		44.3	18.2	37.6	
PHF	.915	.901	.000	.961	.000	.000	.000	.000	.000	.964	.887	.939	.964	.917	.885	.975

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Weather: Clear

File Name : LACCE105WAM
Site Code : 12214167
Start Date : 4/22/2014
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Groups Printed- Total Volume

	Central Avenue Southbound				I-105 Westbound Off Ramp Westbound				Central Avenue Northbound				I-105 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	202	137	339	39	0	86	125	74	171	0	245	0	0	0	0	709
07:15 AM	0	212	164	376	38	0	89	127	71	223	0	294	0	0	0	0	797
07:30 AM	0	222	164	386	32	0	110	142	93	230	0	323	0	0	0	0	851
07:45 AM	0	221	141	362	45	0	93	138	74	254	0	328	0	0	0	0	828
Total	0	857	606	1463	154	0	378	532	312	878	0	1190	0	0	0	0	3185
08:00 AM	0	236	128	364	50	0	66	116	50	196	0	246	0	0	0	0	726
08:15 AM	0	209	133	342	41	0	100	141	55	206	0	261	0	0	0	0	744
08:30 AM	0	150	99	249	53	3	77	133	60	145	0	205	0	0	0	0	587
08:45 AM	0	190	78	268	51	3	97	151	53	130	0	183	0	0	0	0	602
Total	0	785	438	1223	195	6	340	541	218	677	0	895	0	0	0	0	2659
Grand Total	0	1642	1044	2686	349	6	718	1073	530	1555	0	2085	0	0	0	0	5844
Apprch %	0	61.1	38.9		32.5	0.6	66.9		25.4	74.6	0		0	0	0		
Total %	0	28.1	17.9	46	6	0.1	12.3	18.4	9.1	26.6	0	35.7	0	0	0	0	

	Central Avenue Southbound				I-105 Westbound Off Ramp Westbound				Central Avenue Northbound				I-105 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	212	**164**	376	38	0	89	127	71	223	0	294	0	0	0	0	797
07:30 AM	0	222	164	**386**	32	0	**110**	**142**	**93**	230	0	323	0	0	0	0	**851**
07:45 AM	0	221	141	362	45	0	93	138	74	**254**	0	**328**	0	0	0	0	828
08:00 AM	0	**236**	128	364	**50**	0	66	116	50	196	0	246	0	0	0	0	726
Total Volume	0	891	597	1488	165	0	358	523	288	903	0	1191	0	0	0	0	3202
% App. Total	0	59.9	40.1		31.5	0	68.5		24.2	75.8	0		0	0	0		
PHF	.000	.944	.910	.964	.825	.000	.814	.921	.774	.889	.000	.908	.000	.000	.000	.000	.941

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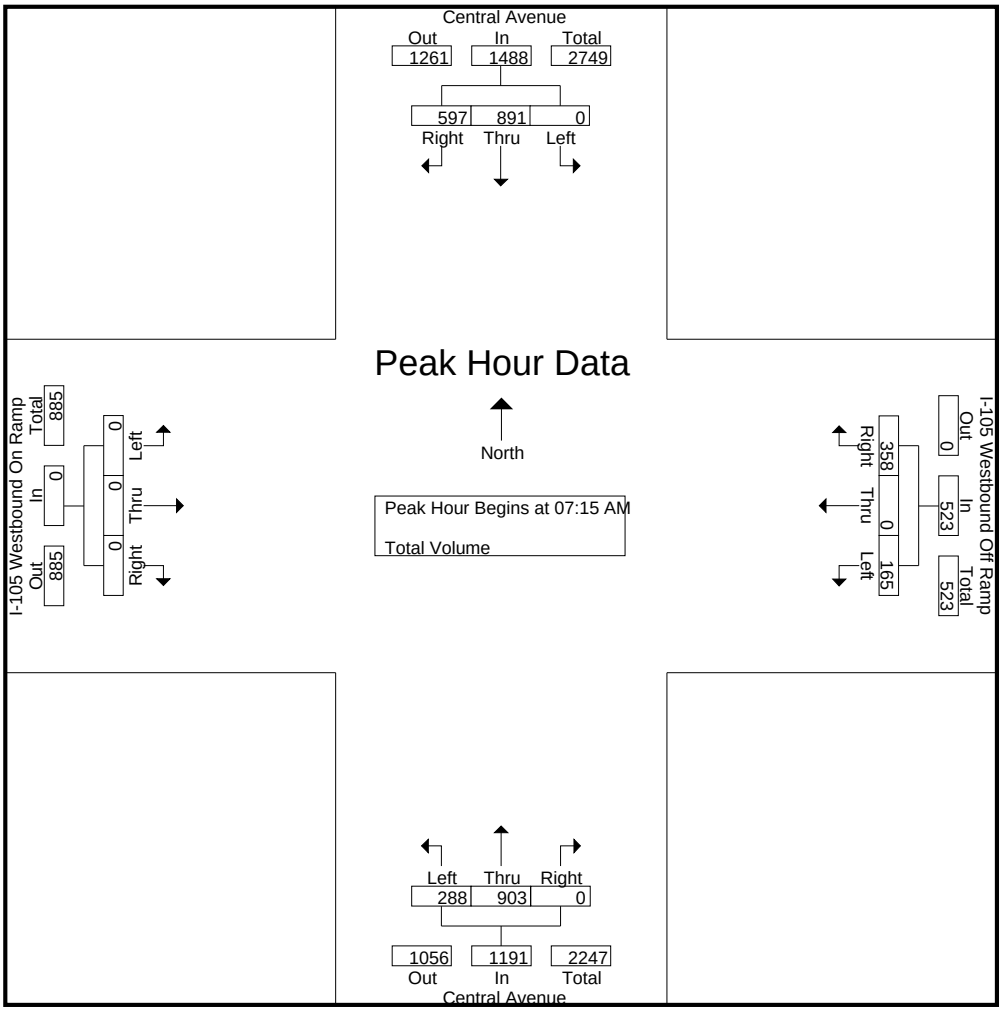

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	212	**164**	376	50	0	66	116	71	223	0	294	0	0	0	0
+15 mins.	0	222	164	**386**	41	0	**100**	141	**93**	230	0	323	0	0	0	0
+30 mins.	0	221	141	362	**53**	**3**	77	133	74	**254**	0	**328**	0	0	0	0
+45 mins.	0	**236**	128	364	51	3	97	**151**	50	196	0	246	0	0	0	0
Total Volume	0	891	597	1488	195	6	340	541	288	903	0	1191	0	0	0	0
% App. Total	0	59.9	40.1		36	1.1	62.8		24.2	75.8	0		0	0	0	
PHF	.000	.944	.910	.964	.920	.500	.850	.896	.774	.889	.000	.908	.000	.000	.000	.000

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City of Los Angeles
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File Name : LACCE105WPM
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Groups Printed- Total Volume

	Central Avenue Southbound				I-105 Westbound Off Ramp Westbound				Central Avenue Northbound				I-105 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	215	104	319	74	1	139	214	77	222	0	299	0	0	0	0	832
04:15 PM	0	231	98	329	72	0	132	204	57	201	0	258	0	0	0	0	791
04:30 PM	0	193	125	318	63	0	135	198	81	215	0	296	0	0	0	0	812
04:45 PM	0	228	85	313	76	0	150	226	101	223	0	324	0	0	0	0	863
Total	0	867	412	1279	285	1	556	842	316	861	0	1177	0	0	0	0	3298
05:00 PM	0	230	101	331	69	0	137	206	78	240	0	318	0	0	0	0	855
05:15 PM	0	228	123	351	77	0	143	220	72	239	0	311	0	0	0	0	882
05:30 PM	0	224	108	332	54	0	139	193	53	237	0	290	0	0	0	0	815
05:45 PM	0	203	89	292	87	1	137	225	78	243	0	321	0	0	0	0	838
Total	0	885	421	1306	287	1	556	844	281	959	0	1240	0	0	0	0	3390
Grand Total	0	1752	833	2585	572	2	1112	1686	597	1820	0	2417	0	0	0	0	6688
Apprch %	0	67.8	32.2		33.9	0.1	66		24.7	75.3	0		0	0	0		
Total %	0	26.2	12.5	38.7	8.6	0	16.6	25.2	8.9	27.2	0	36.1	0	0	0	0	

	Central Avenue Southbound				I-105 Westbound Off Ramp Westbound				Central Avenue Northbound				I-105 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	228	85	313	76	0	**150**	**226**	**101**	223	0	**324**	0	0	0	0	863
05:00 PM	0	**230**	101	331	69	0	137	206	78	**240**	0	318	0	0	0	0	855
05:15 PM	0	228	**123**	**351**	**77**	0	143	220	72	239	0	311	0	0	0	0	**882**
05:30 PM	0	224	108	332	54	0	139	193	53	237	0	290	0	0	0	0	815
Total Volume	0	910	417	1327	276	0	569	845	304	939	0	1243	0	0	0	0	3415
% App. Total	0	68.6	31.4		32.7	0	67.3		24.5	75.5	0		0	0	0		
PHF	.000	.989	.848	.945	.896	.000	.948	.935	.752	.978	.000	.959	.000	.000	.000	.000	.968

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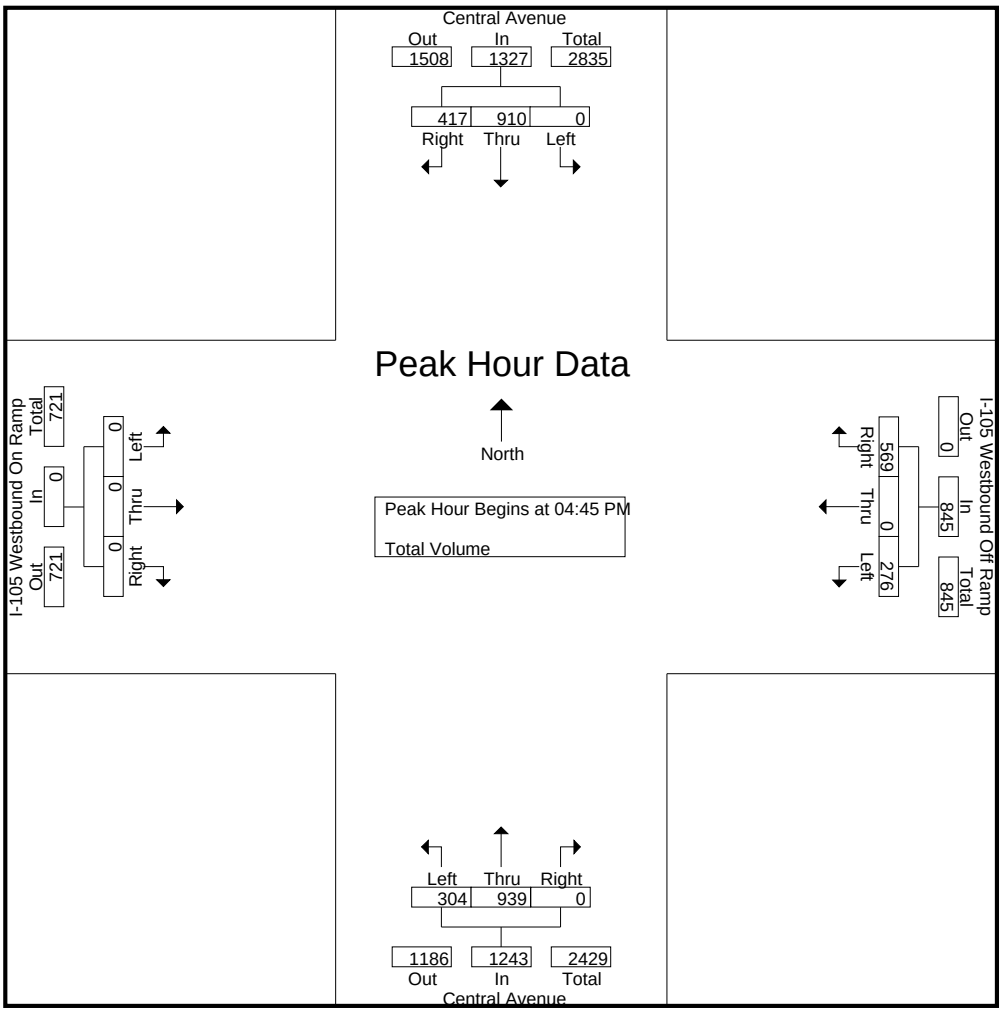


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	0	228	85	313	63	0	135	198	81	215	0	296	0	0	0	0
+15 mins.	0	**230**	101	331	76	0	**150**	**226**	**101**	223	0	**324**	0	0	0	0
+30 mins.	0	228	**123**	**351**	69	0	137	206	78	**240**	0	318	0	0	0	0
+45 mins.	0	224	108	332	**77**	0	143	220	72	239	0	311	0	0	0	0
Total Volume	0	910	417	1327	285	0	565	850	332	917	0	1249	0	0	0	0
% App. Total	0	68.6	31.4		33.5	0	66.5		26.6	73.4	0		0	0	0	
PHF	.000	.989	.848	.945	.925	.000	.942	.940	.822	.955	.000	.964	.000	.000	.000	.000

APPENDIX B

Existing Conditions ICU and HCM Analysis Worksheets

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

Scenario Report

Scenario:	ex am
Command:	ex am
Volume:	ex am
Geometry:	ex am
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	ex am

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000
# 2 I-110 NB Ramps / El Segundo Bl	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000
# 5 Main St / El Segundo Blvd	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000
# 7 Avalon Blvd / El Segundo Blvd	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.226	A	xxxxx	0.226	+ 0.000
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000
# 12 Avalon Blvd / 120th St	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000
# 14 Central Ave / 120th St	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		477	1	742		0	531	446		311	1364	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		477	1	742		0	531	446		311	1364	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		477	1	742		0	531	446		311	1364	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	0	0	0		537	1	835		0	597	502		350	1534	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		537	1	835		0	597	502		350	1534	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		537	1	835		0	597	502		350	1534	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.17	0.01	1.82		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1877	4	2919		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.29	0.29	0.29		0.00	0.19	0.31		0.22	0.32	0.00	
Crit Moves:							****				****		****			

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	634	0	187		0	0	0		0	756	258		127	1045	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	634	0	187		0	0	0		0	756	258		127	1045	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	634	0	187		0	0	0		0	756	258		127	1045	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	675	0	199		0	0	0		0	805	275		135	1113	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	675	0	199		0	0	0		0	805	275		135	1113	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	675	0	199		0	0	0		0	805	275		135	1113	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.54	0.00	0.46		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2471	0	729		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.00	0.27		0.00	0.00	0.00		0.00	0.25	0.17		0.08	0.23	0.00	
OvlAdjV/S:											0.00					
Crit Moves:			****							****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	116	361	54		89	363	142		135	913	335		93	1320	127	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	116	361	54		89	363	142		135	913	335		93	1320	127	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	361	54		89	363	142		135	913	335		93	1320	127	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81	
PHF Volume:	143	443	66		109	446	174		166	1122	412		114	1622	156	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	443	66		109	446	174		166	1122	412		114	1622	156	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	143	443	66		109	446	174		166	1122	412		114	1622	156	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4379	421	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.14	0.04		0.07	0.14	0.11		0.10	0.35	0.26		0.07	0.37	0.37	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	207	17		36	221	92		50	528	96		94	1027	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	69	207	17		36	221	92		50	528	96		94	1027	59	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	69	207	17		36	221	92		50	528	96		94	1027	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	79	236	19		41	252	105		57	601	109		107	1170	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	79	236	19		41	252	105		57	601	109		107	1170	67	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	79	236	19		41	252	105		57	601	109		107	1170	67	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.54	0.46		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4062	738		1600	4539	261	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.07	0.01		0.03	0.08	0.07		0.04	0.15	0.15		0.07	0.26	0.26	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	71	228	26	78	234	98	58	395	77	79	1023	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	228	26	78	234	98	58	395	77	79	1023	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	228	26	78	234	98	58	395	77	79	1023	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	80	255	29	87	262	110	65	442	86	88	1146	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	255	29	87	262	110	65	442	86	88	1146	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	255	29	87	262	110	65	442	86	88	1146	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.41	0.59	1.00	2.51	0.49	1.00	2.82	0.18
Final Sat.:	1600	3200	1600	1600	2255	945	1600	4017	783	1600	4513	287
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.02	0.05	0.12	0.12	0.04	0.11	0.11	0.06	0.25	0.25
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	86	121	24	46	124	130	56	324	50	29	856	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	121	24	46	124	130	56	324	50	29	856	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	121	24	46	124	130	56	324	50	29	856	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	96	134	27	51	138	144	62	360	56	32	951	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	134	27	51	138	144	62	360	56	32	951	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	134	27	51	138	144	62	360	56	32	951	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.00	1.00	1.00	2.60	0.40	1.00	2.89	0.11
Final Sat.:	1600	2670	530	1600	1600	1600	1600	4158	642	1600	4617	183
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.03	0.09	0.09	0.04	0.09	0.09	0.02	0.21	0.21
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	63	394	79		92	427	107		107	285	71		101	828	124	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	63	394	79		92	427	107		107	285	71		101	828	124	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	63	394	79		92	427	107		107	285	71		101	828	124	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	69	431	86		101	467	117		117	312	78		111	906	136	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	431	86		101	467	117		117	312	78		111	906	136	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	69	431	86		101	467	117		117	312	78		111	906	136	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.40	0.60		1.00	2.61	0.39	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3843	957		1600	4175	625	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.05		0.06	0.15	0.07		0.07	0.08	0.08		0.07	0.22	0.22	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.226
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	24	0	14		0	0	0		0	406	20		11	961	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	24	0	14		0	0	0		0	406	20		11	961	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	24	0	14		0	0	0		0	406	20		11	961	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	25	0	15		0	0	0		0	429	21		12	1015	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	0	15		0	0	0		0	429	21		12	1015	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	25	0	15		0	0	0		0	429	21		12	1015	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.63	0.00	0.37		0.00	0.00	0.00		0.00	2.86	0.14		1.00	3.00	0.00	
Final Sat.:	1011	0	589		0	0	0		0	4575	225		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.03		0.00	0.00	0.00		0.00	0.09	0.09		0.01	0.21	0.00	
Crit Moves:			****								****		****			

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	128	519	89	46	476	188	118	274	47	107	881	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	519	89	46	476	188	118	274	47	107	881	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	519	89	46	476	188	118	274	47	107	881	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	137	556	95	49	510	201	126	293	50	115	943	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	556	95	49	510	201	126	293	50	115	943	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	556	95	49	510	201	126	293	50	115	943	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.06	0.03	0.16	0.13	0.08	0.09	0.03	0.07	0.29	0.04
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	45	432	105	59	544	44	60	237	47	123	341	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	432	105	59	544	44	60	237	47	123	341	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	432	105	59	544	44	60	237	47	123	341	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	52	497	121	68	626	51	69	273	54	142	392	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	497	121	68	626	51	69	273	54	142	392	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	497	121	68	626	51	69	273	54	142	392	93
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2961	239	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.08	0.04	0.21	0.21	0.04	0.17	0.03	0.09	0.25	0.06
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	63	611	78	158	576	80	108	301	27	88	401	137				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	63	611	78	158	576	80	108	301	27	88	401	137				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	63	611	78	158	576	80	108	301	27	88	401	137				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81				
PHF Volume:	78	755	96	195	712	99	133	372	33	109	496	169				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	78	755	96	195	712	99	133	372	33	109	496	169				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	78	755	96	195	712	99	133	372	33	109	496	169				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2937	263	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.06	0.12	0.22	0.06	0.08	0.13	0.13	0.07	0.31	0.11				
Crit Moves:		****		****			****				****					

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	647	321	501	553	0	546	1	351	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	647	321	501	553	0	546	1	351	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	647	321	501	553	0	546	1	351	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	702	349	544	600	0	593	1	381	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	702	349	544	600	0	593	1	381	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	702	349	544	600	0	593	1	381	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.82	0.01	1.17	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2918	5	1876	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.22	0.19	0.19	0.00	0.20	0.20	0.20	0.00	0.00	0.00				
Crit Moves:			****	****			****									

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	288	903	0	0	891	597	0	0	0	165	0	358				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	288	903	0	0	891	597	0	0	0	165	0	358				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	288	903	0	0	891	597	0	0	0	165	0	358				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	306	960	0	0	947	634	0	0	0	175	0	380				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	306	960	0	0	947	634	0	0	0	175	0	380				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	306	960	0	0	947	634	0	0	0	175	0	380				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.30	0.00	0.00	0.30	0.40	0.00	0.00	0.00	0.11	0.00	0.12				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

Scenario Report

Scenario:	ex pm
Command:	ex pm
Volume:	ex pm
Geometry:	ex pm
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	ex pm

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000
# 3 Figueroa St / El Segundo Blvd	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000
# 5 Main St / El Segundo Blvd	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000
# 7 Avalon Blvd / El Segundo Blvd	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000
# 12 Avalon Blvd / 120th St	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000
# 14 Central Ave / 120th St	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000
# 16 Central Ave / I-105 WB Ramps	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	10	0	10	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0	416	0	368	0	1201	599	183	706	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	416	0	368	0	1201	599	183	706	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	416	0	368	0	1201	599	183	706	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	0	0	0	420	0	371	0	1212	604	185	712	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	420	0	371	0	1212	604	185	712	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	420	0	371	0	1212	604	185	712	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.59	0.01	1.40	0.00	2.00	1.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	2547	0	2253	0	3203	1597	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.38	0.38	0.12	0.15	0.00				
Crit Moves:						****		****		****						

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10	0	0	0	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	258	0	225	0	0	0	0	1211	436	269	656	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	258	0	225	0	0	0	0	1211	436	269	656	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	258	0	225	0	0	0	0	1211	436	269	656	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	263	0	229	0	0	0	0	1233	444	274	668	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	263	0	229	0	0	0	0	1233	444	274	668	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	263	0	229	0	0	0	0	1233	444	274	668	0				
OvlAdjVol:									198							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.07	0.00	0.93	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00				
Final Sat.:	1709	0	1491	0	0	0	0	3200	1600	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.39	0.28	0.17	0.14	0.00				
OvlAdjV/S:									0.12							
Crit Moves:	****							****		****						

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	160	502	137		77	291	90		122	1137	136		36	726	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	502	137		77	291	90		122	1137	136		36	726	96	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	160	502	137		77	291	90		122	1137	136		36	726	96	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	164	514	140		79	298	92		125	1165	139		37	744	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	164	514	140		79	298	92		125	1165	139		37	744	98	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	164	514	140		79	298	92		125	1165	139		37	744	98	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.65	0.35	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4239	561	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.16	0.09		0.05	0.09	0.06		0.08	0.36	0.09		0.02	0.18	0.18	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	103	297	111		78	151	72		103	1182	40		23	677	82	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	103	297	111		78	151	72		103	1182	40		23	677	82	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	103	297	111		78	151	72		103	1182	40		23	677	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	108	310	116		81	158	75		108	1234	42		24	707	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	310	116		81	158	75		108	1234	42		24	707	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	108	310	116		81	158	75		108	1234	42		24	707	86	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.90	0.10		1.00	2.68	0.32	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4643	157		1600	4281	519	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.10	0.07		0.05	0.05	0.05		0.07	0.27	0.27		0.02	0.17	0.17	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	104	377	90	98	175	52	109	1227	60	52	597	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	377	90	98	175	52	109	1227	60	52	597	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	377	90	98	175	52	109	1227	60	52	597	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	110	399	95	104	185	55	115	1298	63	55	632	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	399	95	104	185	55	115	1298	63	55	632	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	399	95	104	185	55	115	1298	63	55	632	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	2.86	0.14	1.00	2.77	0.23
Final Sat.:	1600	3200	1600	1600	2467	733	1600	4576	224	1600	4429	371
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.06	0.06	0.08	0.08	0.07	0.28	0.28	0.03	0.14	0.14
Crit Moves:		****		****				****		****		

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	77	208	44	64	142	80	105	1266	72	27	575	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	208	44	64	142	80	105	1266	72	27	575	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	208	44	64	142	80	105	1266	72	27	575	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	220	46	68	150	84	111	1337	76	29	607	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	220	46	68	150	84	111	1337	76	29	607	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	220	46	68	150	84	111	1337	76	29	607	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.28	0.72	1.00	2.84	0.16	1.00	2.66	0.34
Final Sat.:	1600	2641	559	1600	2047	1153	1600	4542	258	1600	4253	547
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.04	0.07	0.07	0.07	0.29	0.29	0.02	0.14	0.14
Crit Moves:	****				****			****		****		

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	1	0	
Volume Module:																
Base Vol:	115	614	148		149	440	80		119	1133	113		102	486	109	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	115	614	148		149	440	80		119	1133	113		102	486	109	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	115	614	148		149	440	80		119	1133	113		102	486	109	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	119	638	154		155	457	83		124	1177	117		106	505	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	119	638	154		155	457	83		124	1177	117		106	505	113	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	119	638	154		155	457	83		124	1177	117		106	505	113	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.73	0.27		1.00	2.45	0.55	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4365	435		1600	3921	879	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.20	0.10		0.10	0.14	0.05		0.08	0.27	0.27		0.07	0.13	0.13	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	2	1	0	1	0	3	0	0
Volume Module:																
Base Vol:	13	0	13		0	0	0		0	1464	48		19	678	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	0	13		0	0	0		0	1464	48		19	678	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	13	0	13		0	0	0		0	1464	48		19	678	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	14	0	14		0	0	0		0	1530	50		20	708	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	0	14		0	0	0		0	1530	50		20	708	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	0	14		0	0	0		0	1530	50		20	708	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.50	0.00	0.50		0.00	0.00	0.00		0.00	2.90	0.10		1.00	3.00	0.00	
Final Sat.:	800	0	800		0	0	0		0	4648	152		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.02		0.00	0.00	0.00		0.00	0.33	0.33		0.01	0.15	0.00	
Crit Moves:			****							****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	92	592	180		162	618	125		229	994	155		116	460	74	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	592	180		162	618	125		229	994	155		116	460	74	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	92	592	180		162	618	125		229	994	155		116	460	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	93	600	183		164	627	127		232	1008	157		118	467	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	600	183		164	627	127		232	1008	157		118	467	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	93	600	183		164	627	127		232	1008	157		118	467	75	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.19	0.11		0.10	0.20	0.08		0.15	0.32	0.10		0.07	0.15	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	61	637	114		88	463	29		85	361	60		99	357	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	637	114		88	463	29		85	361	60		99	357	70	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	61	637	114		88	463	29		85	361	60		99	357	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	63	659	118		91	479	30		88	373	62		102	369	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	659	118		91	479	30		88	373	62		102	369	72	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	63	659	118		91	479	30		88	373	62		102	369	72	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.88	0.12		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3011	189		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21	0.07		0.06	0.16	0.16		0.05	0.23	0.04		0.06	0.23	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	63	755	91		162	768	112		123	358	80		54	202	138	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	63	755	91		162	768	112		123	358	80		54	202	138	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	63	755	91		162	768	112		123	358	80		54	202	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	64	766	92		164	779	114		125	363	81		55	205	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	766	92		164	779	114		125	363	81		55	205	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	64	766	92		164	779	114		125	363	81		55	205	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.63	0.37		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2616	584		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.24	0.06		0.10	0.24	0.07		0.08	0.14	0.14		0.03	0.13	0.09	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10		5	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	756	337		440	736	0		507	222	395		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	756	337		440	736	0		507	222	395		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	756	337		440	736	0		507	222	395		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	0	780	348		454	760	0		523	229	408		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	780	348		454	760	0		523	229	408		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	780	348		454	760	0		523	229	408		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		2.00	2.00	0.00		1.36	0.59	1.05		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		2880	3200	0		2165	948	1687		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.22		0.16	0.24	0.00		0.24	0.24	0.24		0.00	0.00	0.00	
Crit Moves:			****		****				****							

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	304	939	0	0	910	417	0	0	0	276	0	569				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	304	939	0	0	910	417	0	0	0	276	0	569				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	304	939	0	0	910	417	0	0	0	276	0	569				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	314	970	0	0	940	431	0	0	0	285	0	588				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	314	970	0	0	940	431	0	0	0	285	0	588				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	314	970	0	0	940	431	0	0	0	285	0	588				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.30	0.00	0.00	0.29	0.27	0.00	0.00	0.00	0.18	0.00	0.18				
Crit Moves:	****				****							****				

Unsignalized Intersections (HCM)

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	17	368	1049	42	21	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	20	428	1220	49	24	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1269				1426	431
vC1, stage 1 conf vol					1244	
vC2, stage 2 conf vol					182	
vCu, unblocked vol	1269				1426	431
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				89	97
cM capacity (veh/h)	544				231	578

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	105	171	171	488	488	293	43
Volume Left	20	0	0	0	0	0	24
Volume Right	0	0	0	0	0	49	19
cSH	544	1700	1700	1700	1700	1700	312
Volume to Capacity	0.04	0.10	0.10	0.29	0.29	0.17	0.14
Queue Length 95th (ft)	3	0	0	0	0	0	12
Control Delay (s)	2.6	0.0	0.0	0.0	0.0	0.0	18.4
Lane LOS	A						C
Approach Delay (s)	0.6			0.0			18.4
Approach LOS							C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	421	7	7	1075	4	14	0	7	3	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1	473	8	8	1208	4	16	0	8	3	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1212			481			898	1707	162	1386	1709	405
vC1, stage 1 conf vol							479	479		1226	1226	
vC2, stage 2 conf vol							418	1228		160	483	
vCu, unblocked vol	1212			481			898	1707	162	1386	1709	405
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			96	100	99	98	100	100
cM capacity (veh/h)	571			1078			437	228	855	182	229	595

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	119	237	126	310	604	306	24	3
Volume Left	1	0	0	8	0	0	16	3
Volume Right	0	0	8	0	0	4	8	0
cSH	571	1700	1700	1078	1700	1700	522	182
Volume to Capacity	0.00	0.14	0.07	0.01	0.36	0.18	0.05	0.02
Queue Length 95th (ft)	0	0	0	1	0	0	4	1
Control Delay (s)	0.1	0.0	0.0	0.3	0.0	0.0	12.2	25.1
Lane LOS	A			A			B	D
Approach Delay (s)	0.0			0.1			12.2	25.1
Approach LOS							B	D

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	6	258	316	5	15	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	272	333	5	16	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	338				619	335
vC1, stage 1 conf vol					335	
vC2, stage 2 conf vol					284	
vCu, unblocked vol	338				619	335
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	97
cM capacity (veh/h)	1221				632	711

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	278	338	35
Volume Left	6	0	16
Volume Right	0	5	19
cSH	1221	1700	673
Volume to Capacity	0.01	0.20	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.2	0.0	10.6
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	10.6
Approach LOS			B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	41	1335	658	48	37	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	43	1405	693	51	39	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	743				1273	256
vC1, stage 1 conf vol					718	
vC2, stage 2 conf vol					555	
vCu, unblocked vol	743				1273	256
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	95				89	97
cM capacity (veh/h)	873				362	749

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	324	562	562	277	277	189	59
Volume Left	43	0	0	0	0	0	39
Volume Right	0	0	0	0	0	51	20
cSH	873	1700	1700	1700	1700	1700	439
Volume to Capacity	0.05	0.33	0.33	0.16	0.16	0.11	0.13
Queue Length 95th (ft)	4	0	0	0	0	0	12
Control Delay (s)	1.7	0.0	0.0	0.0	0.0	0.0	14.5
Lane LOS	A						B
Approach Delay (s)	0.4			0.0			14.5
Approach LOS							B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1405	12	6	714	2	6	0	9	2	1	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	5	1448	12	6	736	2	6	0	9	2	1	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	738			1461			1723	2215	489	1243	2221	246
vC1, stage 1 conf vol							1465	1465		749	749	
vC2, stage 2 conf vol							258	751		493	1471	
vCu, unblocked vol	738			1461			1723	2215	489	1243	2221	246
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			95	100	98	99	99	99
cM capacity (veh/h)	864			459			131	173	528	313	167	757

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	367	724	374	190	368	186	15	8
Volume Left	5	0	0	6	0	0	6	2
Volume Right	0	0	12	0	0	2	9	5
cSH	864	1700	1700	459	1700	1700	238	421
Volume to Capacity	0.01	0.43	0.22	0.01	0.22	0.11	0.06	0.02
Queue Length 95th (ft)	0	0	0	1	0	0	5	1
Control Delay (s)	0.2	0.0	0.0	0.6	0.0	0.0	21.2	13.7
Lane LOS	A			A			C	B
Approach Delay (s)	0.0			0.2			21.2	13.7
Approach LOS							C	B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	29	543	410	15	23	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	31	584	441	16	25	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	457				1095	449
vC1, stage 1 conf vol					449	
vC2, stage 2 conf vol					646	
vCu, unblocked vol	457				1095	449
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	97				94	97
cM capacity (veh/h)	1104				441	614

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	615	457	45
Volume Left	31	0	25
Volume Right	0	16	20
cSH	1104	1700	505
Volume to Capacity	0.03	0.27	0.09
Queue Length 95th (ft)	2	0	7
Control Delay (s)	0.8	0.0	12.8
Lane LOS	A		B
Approach Delay (s)	0.8	0.0	12.8
Approach LOS			B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

APPENDIX C

Trip Generation Rates and Existing Driveway Counts

ITE and SANDAG Trip Generation Rates

Single Tenant Office Building
(715)

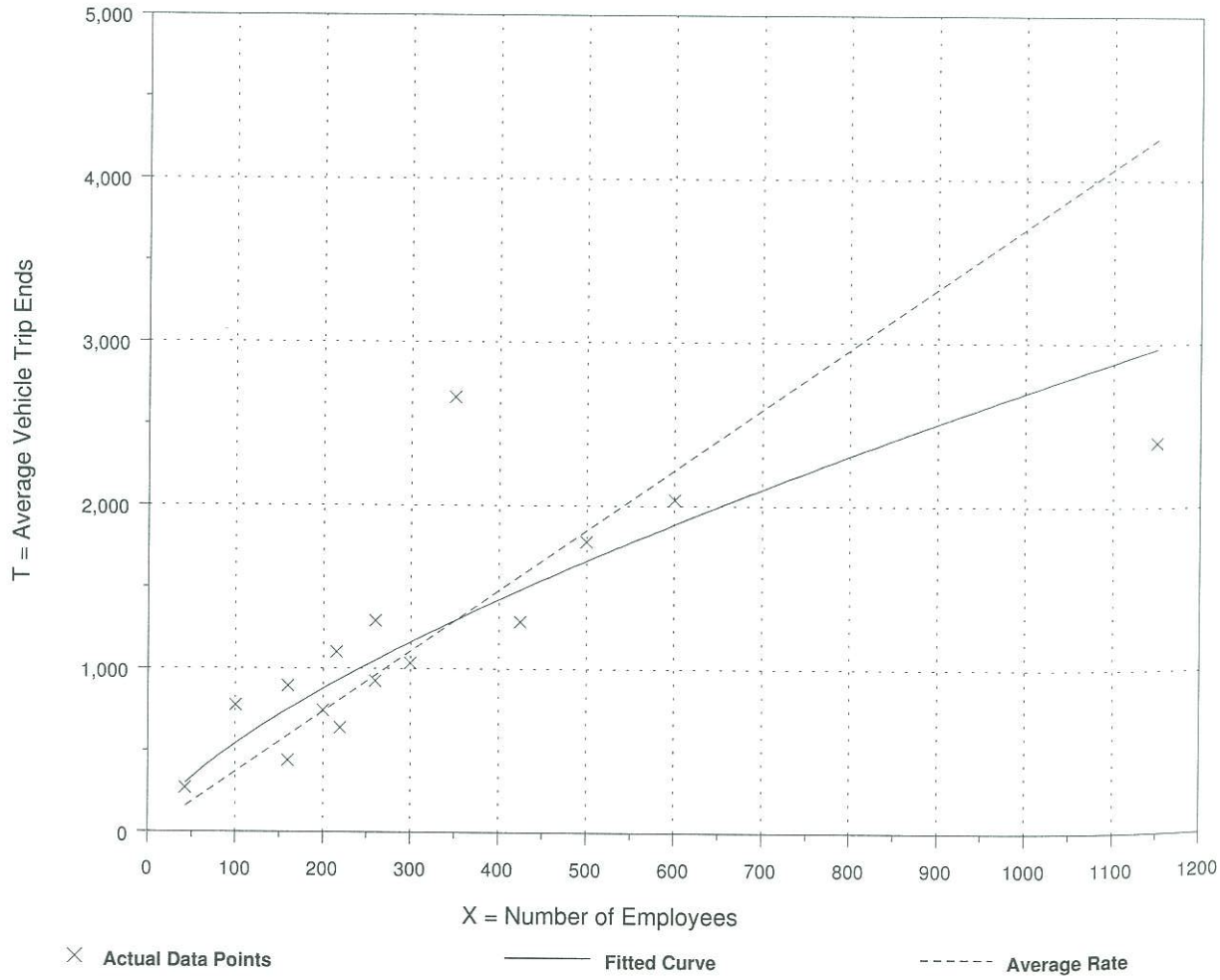
Average Vehicle Trip Ends vs: Employees
On a: Weekday

Number of Studies: 15
Avg. Number of Employees: 330
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.70	2.09 - 7.75	2.48

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.70 Ln(X) + 3.08

R^2 = 0.75

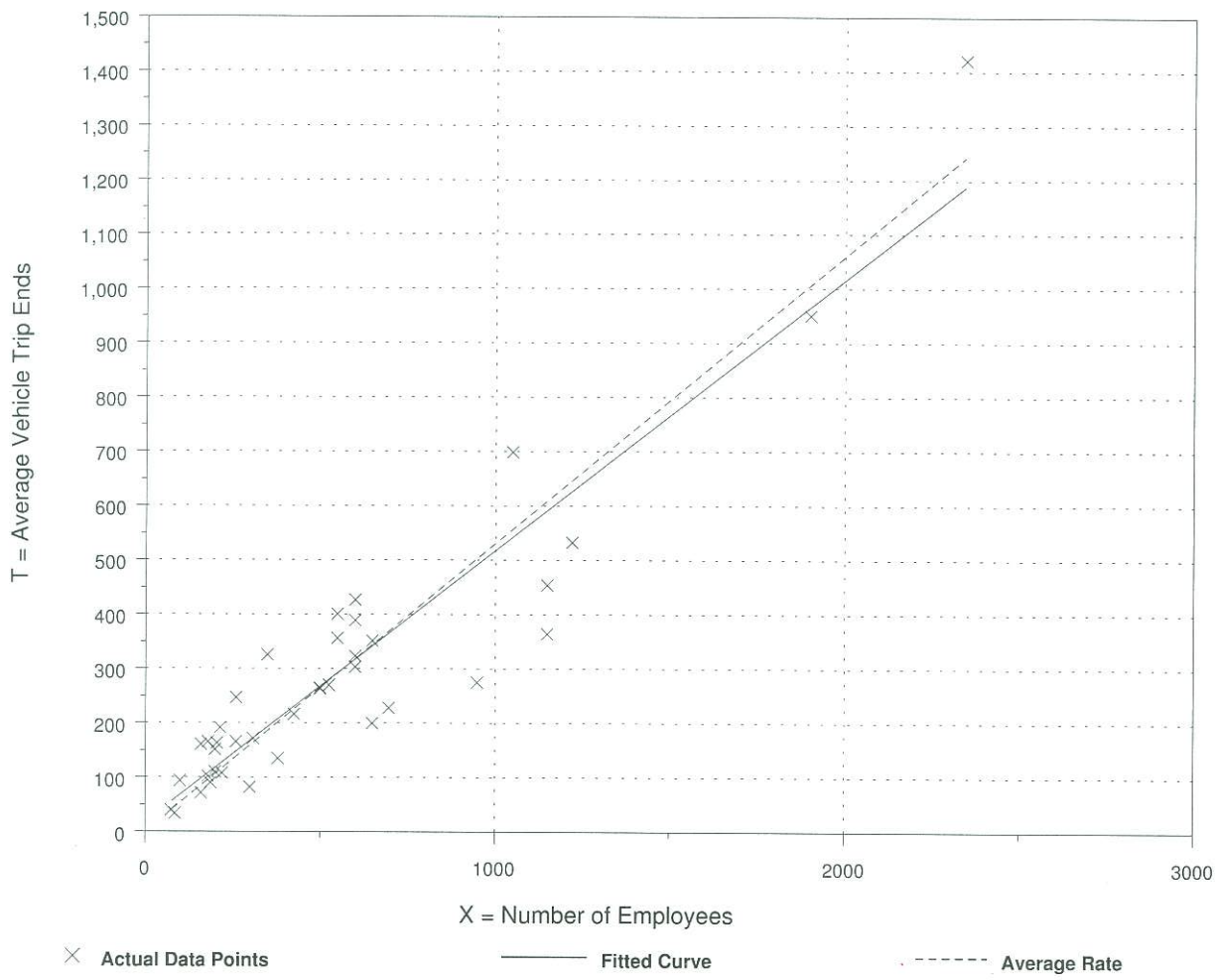
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
A.M. Peak Hour

Number of Studies: 39
Avg. Number of Employees: 545
Directional Distribution: 89% entering, 11% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.53	0.27 - 1.01	0.75

Data Plot and Equation



Fitted Curve Equation: T = 0.50(X) + 18.33

R^2 = 0.87

Single Tenant Office Building
(715)

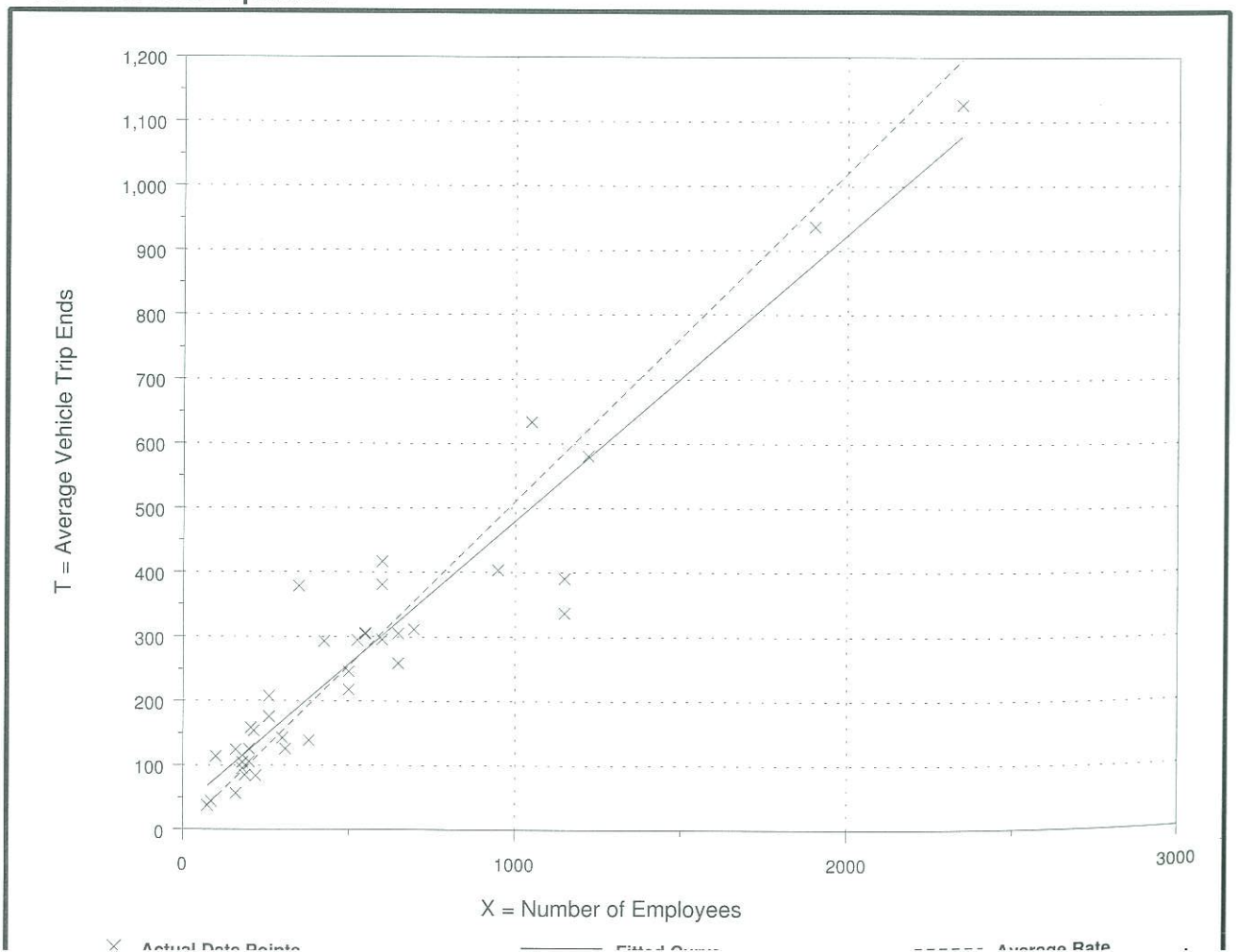
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
P.M. Peak Hour

Number of Studies: 39
Avg. Number of Employees: 545
Directional Distribution: 15% entering, 85% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.51	0.29 - 1.14	0.73

Data Plot and Equation



Soccer Complex
(488)

Average Vehicle Trip Ends vs: Fields
On a: Weekday

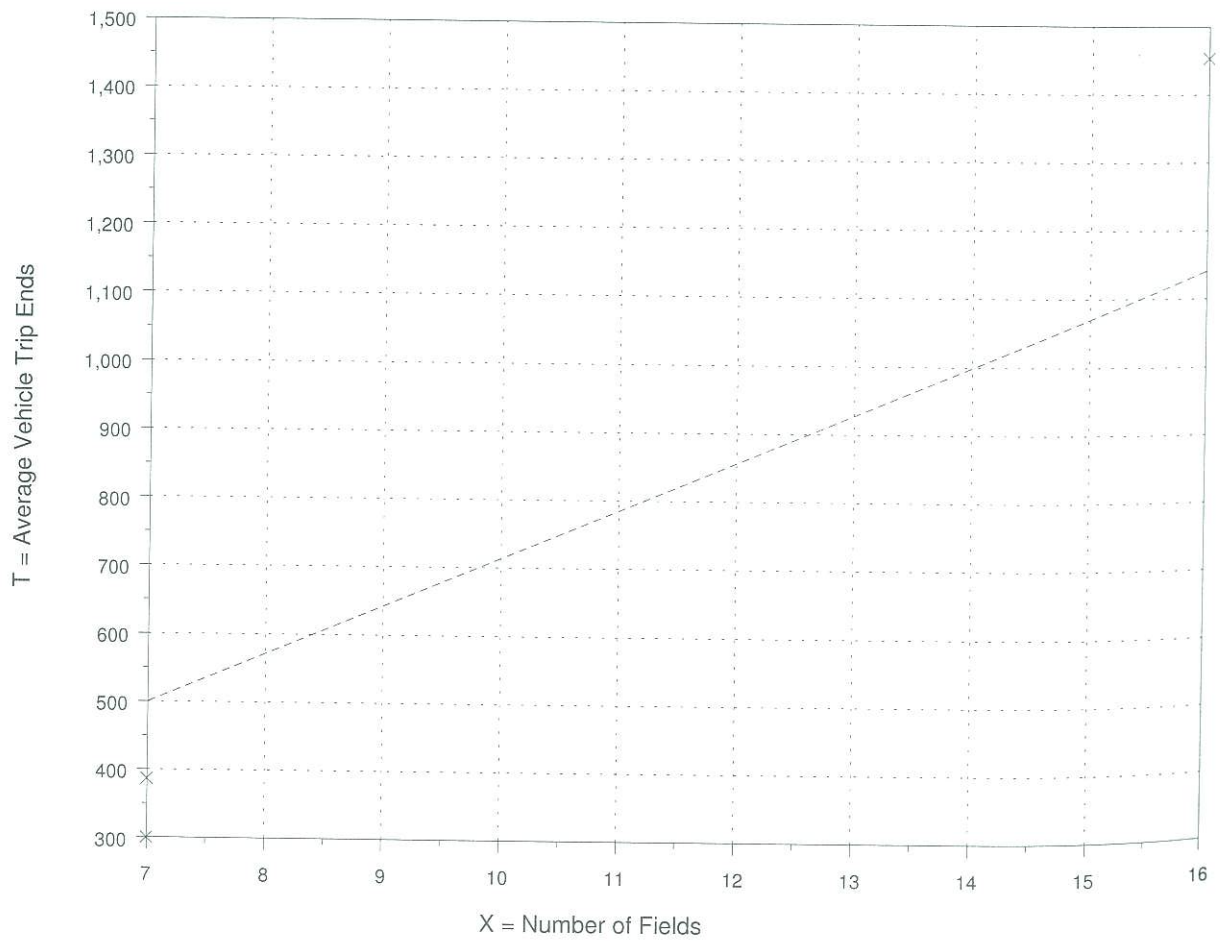
Number of Studies: 3
Average Number of Fields: 10
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
71.33	42.86 - 90.81	23.12

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

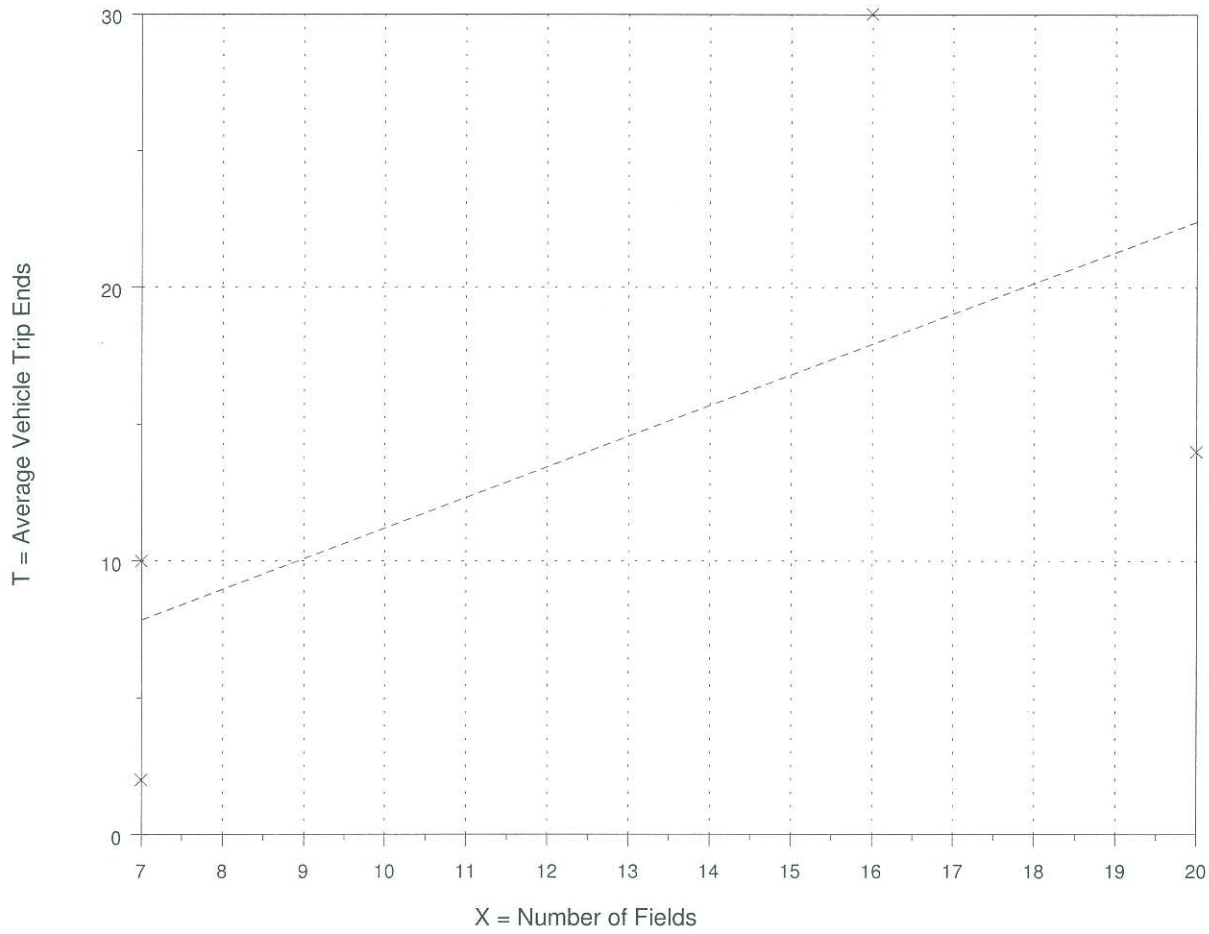
Number of Studies: 4
Average Number of Fields: 13
Directional Distribution: 57% entering, 43% exiting

Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
1.12	0.29 - 1.88	1.19

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



× **Actual Data Points** ------ **Average Rate**

Fitted Curve Equation: Not Given R^2 = ****

Soccer Complex
(488)

Average Vehicle Trip Ends vs: Fields
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

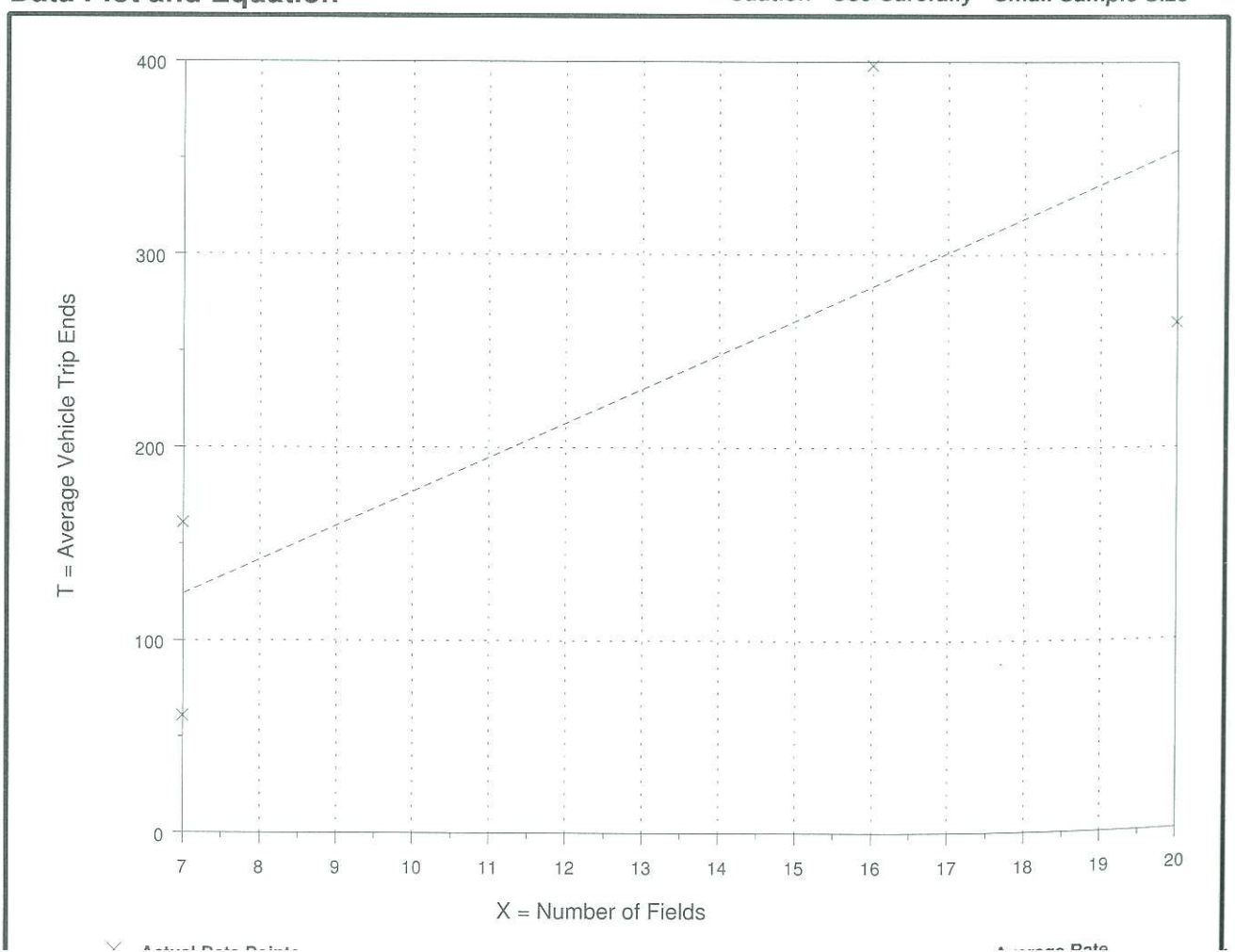
Number of Studies: 4
Average Number of Fields: 13
Directional Distribution: 67% entering, 33% exiting

Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
17.70	8.71 - 24.88	7.55

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Land Use: 493
Athletic Club

Independent Variables with One Observation

The following trip generation data are for independent variables with only one observation. This information is shown in this table only; there are no related plots for these data.

Users are cautioned to use data with care because of the small sample size.

Independent Variable	Trip Generation Rate	Size of Independent Variable	Number of Studies	Directional Distribution
Employees				
Weekday	93.17	6	1	50% entering, 50% exiting
Weekday A.M. Peak Hour of Adjacent Street Traffic	3.83	6	1	Not available
Weekday P.M. Peak Hour of Adjacent Street Traffic	7.50	6	1	Not available
Weekday A.M. Peak Hour of Generator	5.17	6	1	Not available
Weekday P.M. Peak Hour of Generator	8.33	6	1	Not available
Saturday	83.33	6	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	8.00	6	1	Not available
Sunday	79.67	6	1	50% entering, 50% exiting
Sunday Peak Hour of Generator	7.83	6	1	Not available
1,000 Square Feet Gross Floor Area				
Weekday	43.00	13	1	50% entering, 50% exiting
Saturday	38.46	13	1	50% entering, 50% exiting
Sunday	36.77	13	1	50% entering, 50% exiting
Sunday Peak Hour of Generator	3.62	13	1	Not available

On a: Weekday,
Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

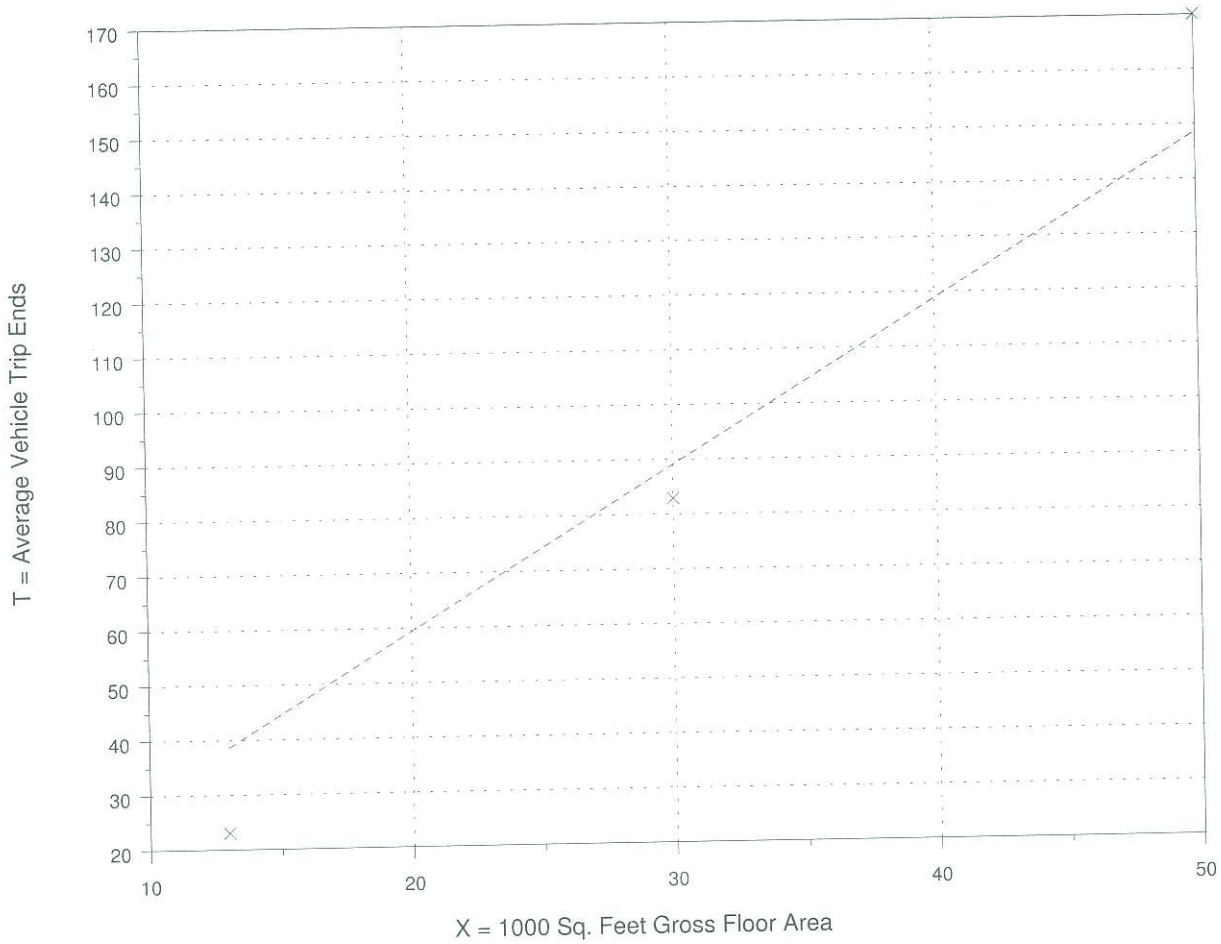
Number of Studies: 3
Average 1000 Sq. Feet GFA: 31
Directional Distribution: 61% entering, 39% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.97	1.77 - 3.40	1.80

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



× **Actual Data Points**

------ **Average Rate**

Fitted Curve Equation: Not given

R^2 = ****

Athletic Club
(493)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

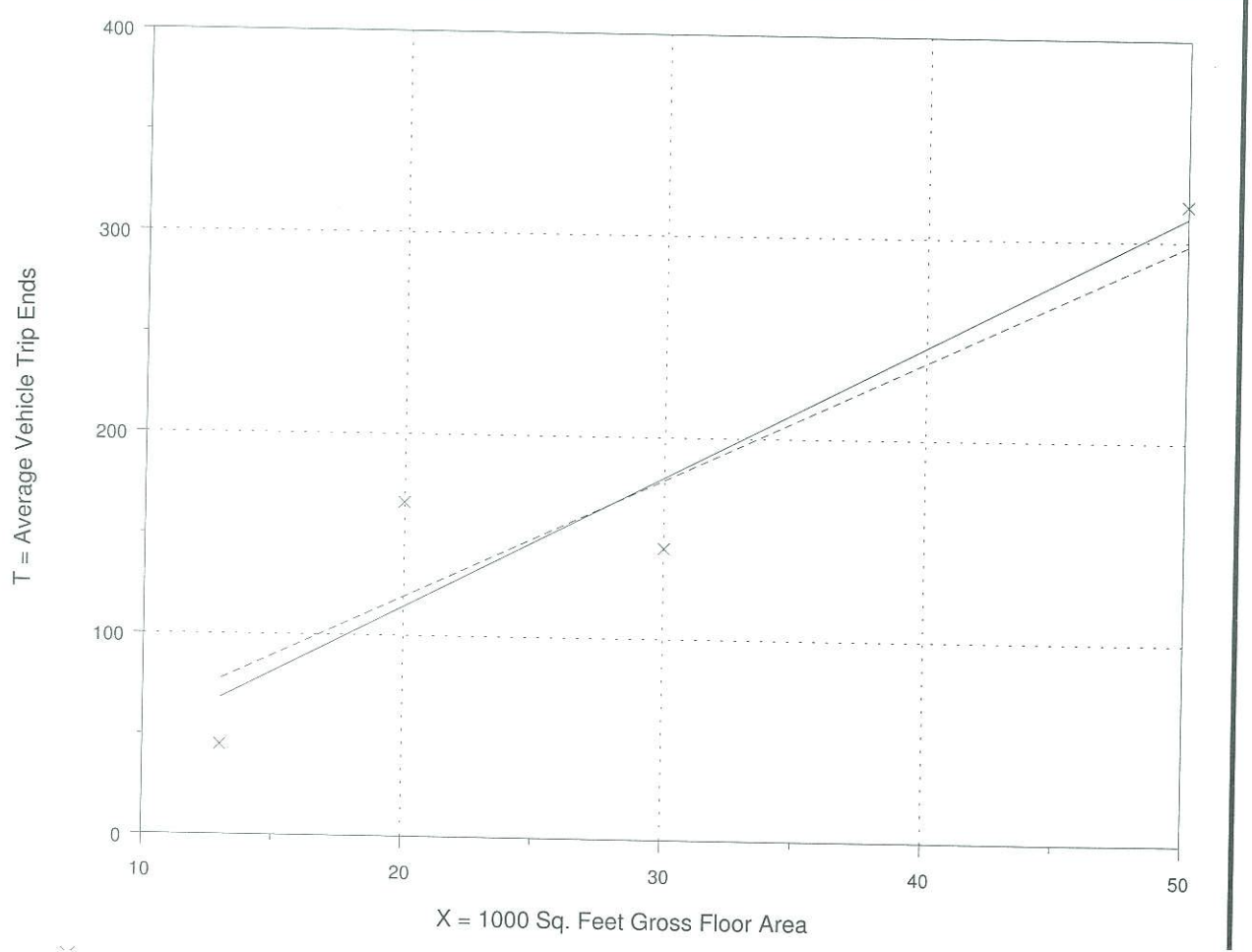
Number of Studies: 4
Average 1000 Sq. Feet GFA: 28
Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
5.96	3.46 - 8.30	2.82

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Recreational Community Center
(495)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

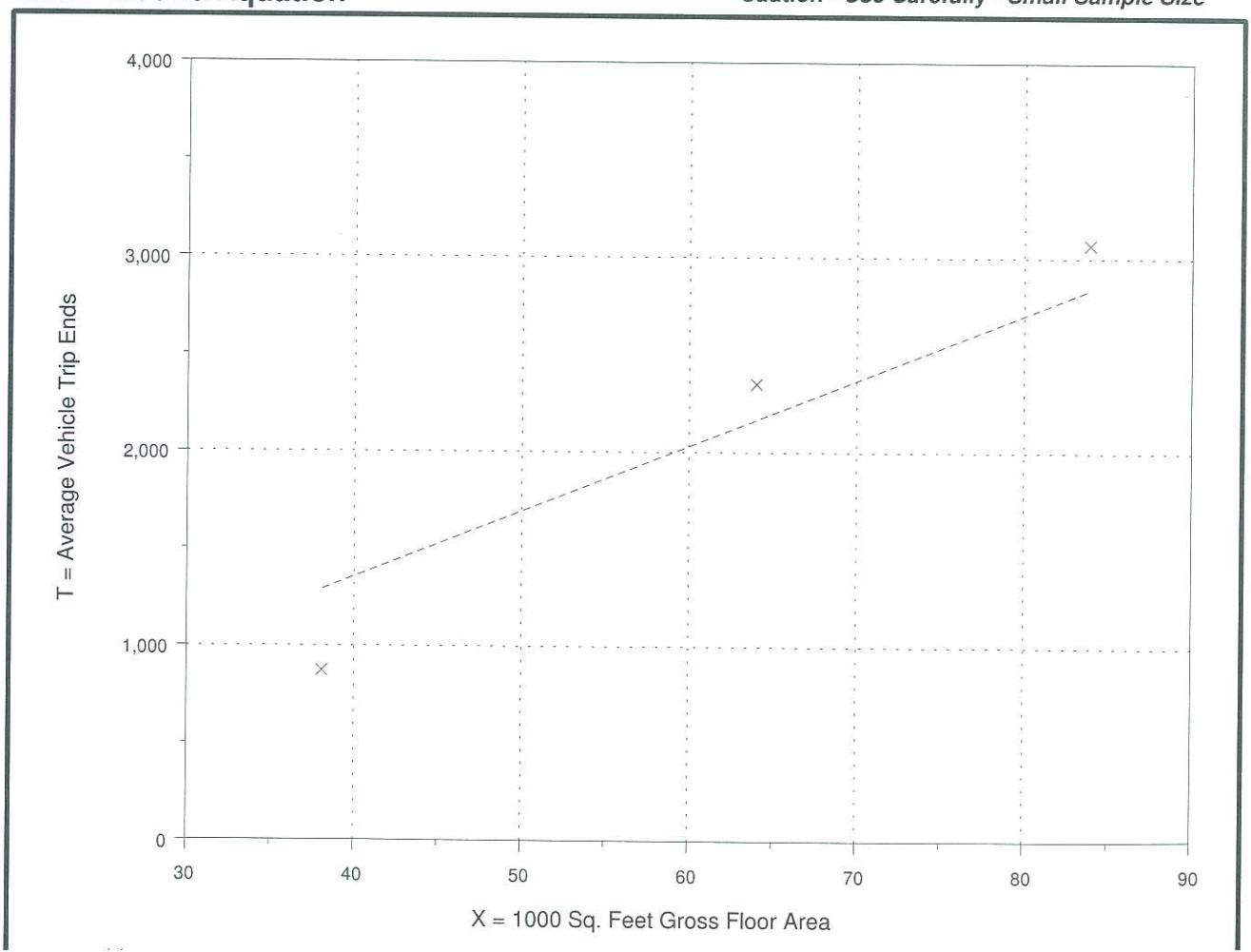
Number of Studies: 3
Average 1000 Sq. Feet GFA: 62
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
33.82	22.88 - 36.71	8.03

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



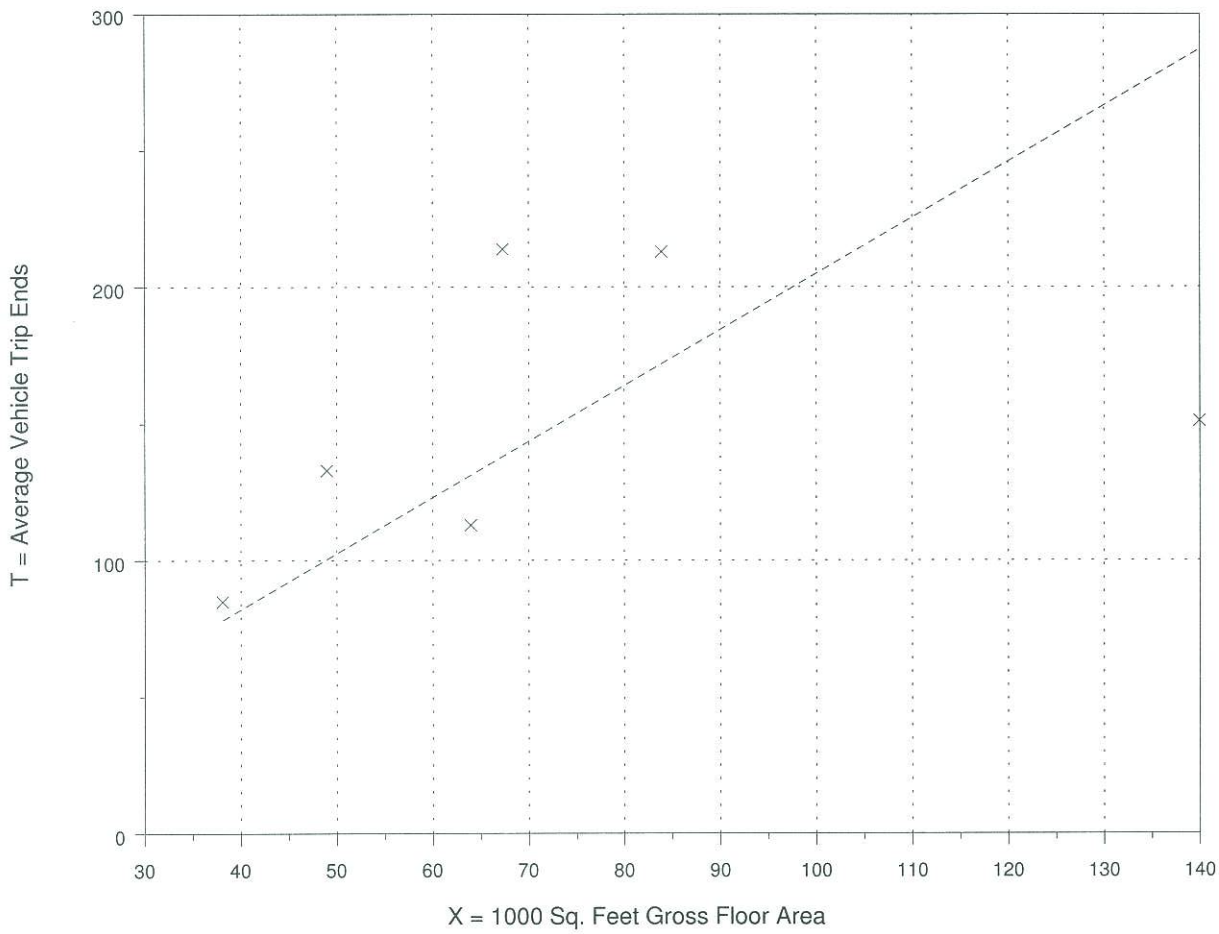
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 6
Average 1000 Sq. Feet GFA: 74
Directional Distribution: 66% entering, 34% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.05	1.08 - 3.18	1.62

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Recreational Community Center
(495)

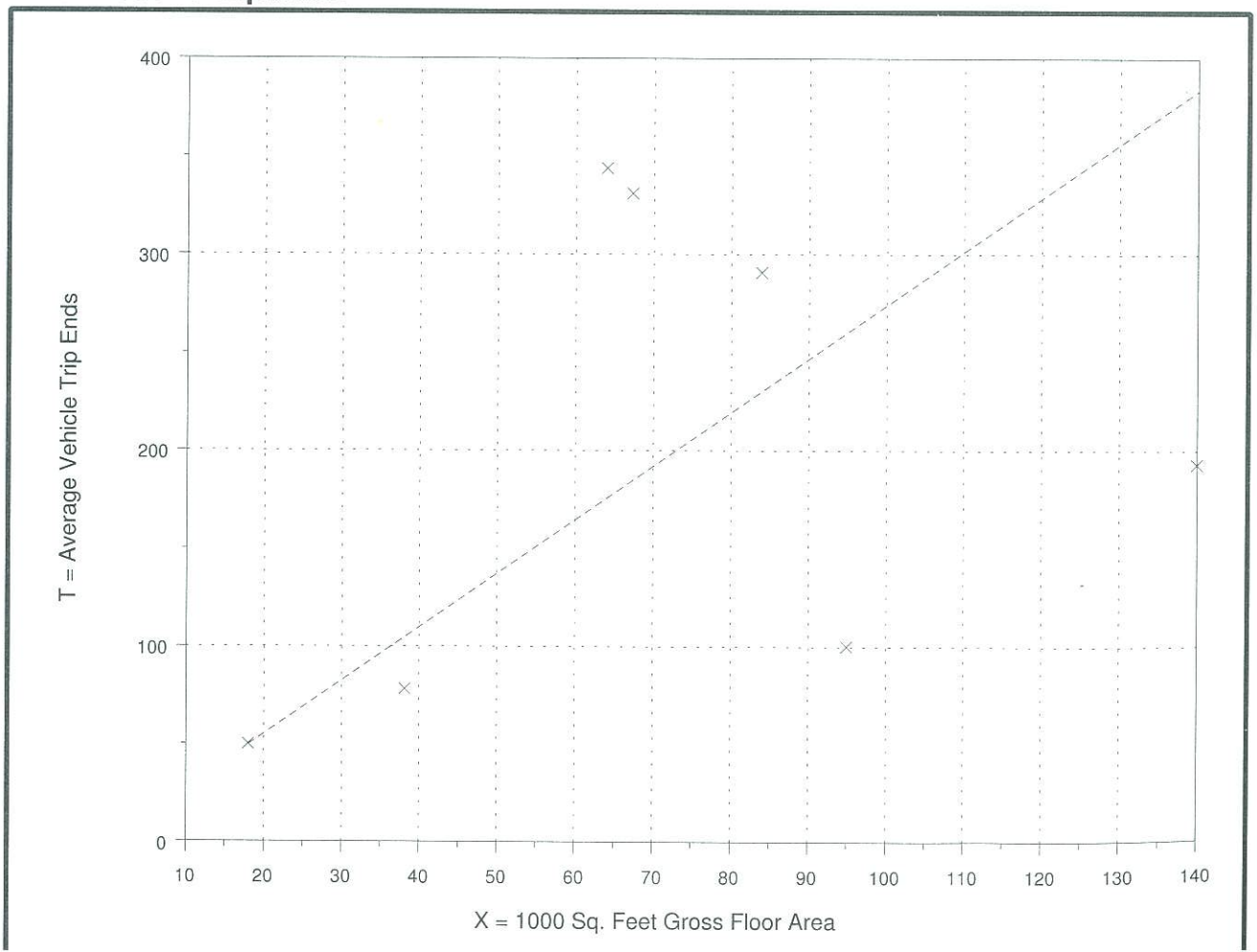
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 7
Average 1000 Sq. Feet GFA: 72
Directional Distribution: 49% entering, 51% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.74	1.05 - 5.37	2.32

Data Plot and Equation



(NOT SO)

BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES FOR THE SAN DIEGO REGION

SANDAG
401 B Street, Suite 800
San Diego, California 92101
(619) 699-1900 • Fax (619) 699-1950

APRIL 2002

NOTE: This listing only represents a ***guide*** of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. ***Always check with local jurisdictions for their preferred or applicable rates.***

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)[L]
AGRICULTURE (Open Space)	[80:18:2]	2/acre**					10.8
AIRPORT	[78:20:2]						12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft.* **	5%	(6:4)	6%	(5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft* **	9%	(7:3)	15%	(5:5)	
Heliports		100/acre**					
AUTOMOBILE[S]							
Car Wash							
Automatic		900/site, 600/acre**	4%	(5:5)	9%	(5:5)	
Self-serve		100/wash stall**	4%	(5:5)	8%	(5:5)	
Gasoline	[21:51:28]						2.8
with/Food Mart		160/vehicle fueling space**	7%	(5:5)	8%	(5:5)	
with/Food Mart & Car Wash		155/vehicle fueling space**	8%	(5:5)	9%	(5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station**	7%	(5:5)	9%	(5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall* **	5%	(7:3)	8%	(4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	8%	(7:3)	11%	(4:6)	
Auto Parts Sales		60/1000 sq. ft. **	4%		10%		
Quick Lube		40/service stall**	7%	(6:4)	10%	(5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7%	(6:4)	11%	(5:5)	
CEMETERY		5/acre*					
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	5%	(6:4)	8%	(5:5)	5.1
COMMERCIAL/RETAIL[S]							
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		35/1000 sq. ft.,[C] 400/acre*	4%	(7:3)	10%	(5:5)	
Regional Shopping Center (40-80acres, 400,000-800,000 sq. ft., w/usually 2+ major stores)	[54:35:11]	50/1000 sq. ft.,[C] 500/acre*	4%	(7:3)	9%	(5:5)	5.2
Community Shopping Center (15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore)	[47:31:22]	80/1000 sq. ft., 700/acre* **	4%	(6:4)	10%	(5:5)	3.6
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre* **	4%	(6:4)	10%	(5:5)	
Commercial Shops	[45:40:15]						
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3%	(6:4)	9%	(5:5)	4.3
Electronics Superstore		50/1000 sq. ft**			10%	(5:5)	
Factory Outlet		40/1000 sq. ft.**	3%	(7:3)	9%	(5:5)	
Supermarket		150/1000 sq. ft., 2000/acre* **	4%	(7:3)	10%	(5:5)	
Drugstore		90/1000 sq. ft.**	4%	(6:4)	10%	(5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8%	(5:5)	8%	(5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9%	(5:5)	7%	(5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	6%	(5:5)	7%	(5:5)	
Discount Club		60/1000 sq. ft., 600/acre* **	1%	(7:3)	9%	(5:5)	
Discount Store		60/1000 sq. ft., 600/acre**	3%	(6:4)	8%	(5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4%	(7:3)	9%	(5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7%	(6:4)	9%	(5:5)	
Home Improvement Superstore		40/1000 sq. ft.**	5%	(6:4)	8%	(5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2%	(6:4)	9%	(5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3%	(6:4)	10%	(5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only)	3%	(6:4)	9%	(5:5)	
		5/dwelling unit, 200/acre* (residential only)	9%	(3:7)	13%	(6:4)	
EDUCATION							
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10%	(8:2)	9%	(3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12%	(8:2)	9%	(6:4)	9.0
High School	[75:19:6]	1.3/student, 15/1000 sq. ft., 60/acre* **	20%	(7:3)	10%	(4:6)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft. 50/acre**	30%	(6:4)	9%	(4:6)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre* **	32%	(6:4)	9%	(4:6)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.**	17%	(5:5)	18%	(5:5)	3.7
FINANCIAL[S]	[35:42:23]						3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre* **	4%	(7:3)	8%	(4:6)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	5%	(6:4)	10%	(5:5)	
Drive-Through only		250 (125 one-way)/lane*	3%	(5:5)	13%	(5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%		9%		
Drive-Through only		100 (50 one-way)/lane**	4%		15%		
HOSPITAL	[73:25:2]						8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8%	(7:3)	10%	(4:6)	
Convalescent/Nursing		3/bed**	7%	(6:4)	7%	(4:6)	
INDUSTRIAL							
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre* **	12%	(8:2)	12%	(2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11%	(9:1)	12%	(2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14%	(8:2)	15%	(3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19%	(9:1)	20%	(2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13%	(7:3)	15%	(4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6%	(5:5)	9%	(5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16%	(9:1)	14%	(1:9)	
Landfill & Recycling Center		6/acre	11%	(5:5)	10%	(4:6)	

(OVER)

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista and County of San Diego.
ADVISORY/LIAISON MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)[L]
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGING	[58:38:4]						7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/occupied room, 200/acre*	8%	(4:6)	9%	(6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room**	8%	(4:6)	9%	(6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office (less than 100,000 sq. ft.)	[77:19:4]	20/1000 sq. ft.,[O] 300/acre*	14%	(9:1)	13%	(2:8)	8.8
Large (High-Rise) Commercial Office (more than 100,000 sq. ft., 6 + stories)	[82:15:3]	17/1000 sq. ft.,[O] 600/acre*	13%	(9:1)	14%	(2:8)	10.0
Office Park (400,000+ sq. ft.)		12/1000 sq.ft., 200/acre* **	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000 sq. ft.**	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]		4%		8%		5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	13%	(5:5)	9%	(5:5)	
Regional (developed)		20/acre*					
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site* **					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			6%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		80/acre*					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane **	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		7/acre, 40/hole, 700/course* **	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre* **	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		6%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat*					
Indoor Arena		30/acre, 0.1/seat*					
Racetrack		40/acre, 0.6 seat*					
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural (average 1-2 DU/acre)		12/dwelling unit *[R]	8%	(3:7)	10%	(7:3)	
Single Family Detached (average 3-6 DU/acre)		10/dwelling unit *[R]	8%	(3:7)	10%	(7:3)	
Condominium (or any multi-family 6-20 DU/acre)		8/dwelling unit *[R]	8%	(2:8)	10%	(7:3)	
Apartment (or any multi-family units more than 20 DU/acre)		6/dwelling unit *[R]	8%	(2:8)	9%	(7:3)	
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**	5%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT[S]	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre* **	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre* **	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre* **	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	5%	(6:4)	7%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, 2[1/2]/parking space (4/occupied)**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)* **	14%	(7:3)	15%	(3:7)	

* Primary source: *San Diego Traffic Generators.*

* Other sources: *ITE Trip Generation Report [6th Edition]*, Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

[P] Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG *Analysis of Trip Diversion*, revised November, 1990):
PRIMARY - one trip directly between origin and primary destination.
DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.
PASS-BY - undiverted or diverted < 1 mile.

[L] Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

[C] Fitted curve equation: $Ln(T) = 0.502\ Ln(x) + 6.945$
[O] Fitted curve equation: $Ln(T) = 0.756\ Ln(x) + 3.950$
T = total trips, x = 1,000 sq. ft.

[R] Fitted curve equation: $t = -2.169\ Ln(d) + 12.85$ t = trips/DU, d = density (DU/acre), DU = dwelling unit

[S] Suggested PASS-BY [undiverted or diverted < 1 mile] percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources**):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

[T] Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

Sycamore Trails Stables Equestrian Center Trip Generation Study
(LLG Engineers, 2008)

MEMORANDUM

LINSCOTT LAW & GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
1580 Corporate Drive
Suite 122
Costa Mesa, CA 92626
714.641.1587 T
714.641.0139 F
www.llgengineers.com

Pasadena
Costa Mesa
San Diego
Las Vegas

To:	Alan Oswald City of San Juan Capistrano	Date:	December 24, 2008
From:	Zawwar Saiyed Transportation Engineer III Linscott, Law & Greenspan, Engineers	LLG Ref:	2.08.3021.1
Subject:	Equestrian Center Trip Generation Rates		

As requested by City of San Juan Capistrano staff, a trip generation study was conducted at the existing Sycamore Trails Stables site located in the City of San Juan Capistrano to determine the trip generation projections for an Equestrian Center for weekday daily and peak hours. Vehicular 24-hour tube counts (ins and outs) at the site driveway were conducted every fifteen minutes on Tuesday, December 10, 2008, Thursday, December 11, 2008 and Friday, December 12, 2008. The following provides a brief description of the Sycamore Trails Stables that was identified in consultation with City staff (i.e. location, operations and the time period for the trip generation studies).

Description:

This facility is located at 26282 Oso Road in the City of San Juan Capistrano and features three lighted covered arenas and three lighted jumping arenas, including one just for beginners. See attached ***Figure 1***. It also includes class instructors and trainers and miles of scenic trails. It consists of 476 stables. The facilities include:

- Seven Arenas
- Eight Barns
- Four Round Pens
- Three Hot-Walkers
- Shoeing Racks
- Wash Racks
- Sunning Pens
- Tack Store

Currently this facility operates seven days a week. Access is provided via a driveway located along Oso Road. 24-hour tube counts were conducted for the driveway for three consecutive days. ***Appendix A*** includes the count data for the three days.

Trip Generation Studies Results

Weekday daily and peak hour trip generation rates (total rate, inbound rate and outbound rate) for the Sycamore Trails Stables site was determined based on the information gathered in the trip generation studies. Please note that the peak hour

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

An LG2WB Company Founded 1966

rates were determined for both the peak hour of the adjacent street and the generator, for both the total number of stables (476 stables) and the occupied stables (461 stables).

The daily trip generation rate was determined by dividing the three-day average number of vehicle trips (inbound and outbound) by the total number of stables (476 stables) as well as occupied stables (461 stables). The peak hour trip generation rates for the adjacent street and the generator were determined by dividing the three-day average number of vehicle trips during the peak hour (inbound and outbound) of the adjacent street and generator, respectively, by the of total number of stables (476 stables), as well as occupied stables (461 stables). The peak hour inbound and outbound trip generation rates are based on the relationship of the inbound and outbound vehicle trips during the peak hour to the three-day average vehicle trips during the peak hour. ***Tables 1*** and ***2***, provide a summary of the trip generation studies for the Sycamore Trails Stables and their respective trip generation rates for peak hour of adjacent street and generator, respectively.

TABLE 1
EQUESTRIAN CENTER WEEKDAY TRIP GENERATION RATES
PEAK HOUR OF ADJACENT STREET
SYCAMORE TRAILS STABLES, SAN JUAN CAPISTRANO

Description	Daily	AM			PM		
		In	Out	Total	In	Out	Total
Sycamore Trails Stable Trip Generation							
Wednesday (12/10/08)	952	51	12	63	55	65	120
Thursday (12/11/08)	1,107	39	25	64	60	73	133
Friday (12/12/08)	1,090	39	16	55	66	76	142
3-Day Average (Weekday)	***1,050***	***43***	***18***	***61***	***60***	***71***	***131***
Sycamore Trails Stable Trip Generation Rates [1, 2]							
476 Stables	2.21	0.09	0.04	0.13	0.13	0.15	0.28
461 Occupied Stables	2.28	0.09	0.04	0.13	0.13	0.15	0.28

Notes:
[1] Rates based on 3-day average peak hour volumes.
[2] Rates based on peak hour of adjacent street which is between 7:00 AM - 9:00 AM and 4:00 PM - 6:00 PM.

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LAW &
GREENSPAN
engineers

TABLE 2
EQUESTRIAN CENTER WEEKDAY TRIP GENERATION RATES
PEAK HOUR OF GENERATOR
SYCAMORE TRAILS STABLES, SAN JUAN CAPISTRANO

Description	Daily	AM			PM		
		In	Out	Total	In	Out	Total
Sycamore Trails Stable Trip Generation							
Wednesday (12/10/08)	952	51	44	95	65	77	142
Thursday (12/11/08)	1,107	49	39	88	76	87	163
Friday (12/12/08)	1,090	48	43	91	78	78	156
3-Day Average (Weekday)	***1,050***	***49***	***42***	***91***	***73***	***81***	***154***
Sycamore Trails Stable Trip Generation Rates[3, 4]							
476 Stables	2.21	0.10	0.09	0.19	0.15	0.17	0.32
461 Occupied Stables	2.28	0.11	0.09	0.20	0.16	0.18	0.34

Notes:
[3] Rates based on 3-day average peak hour volumes.
[4] Rates based on peak hour of generator.

* * * * * * * * * *

Please call us at 714.641.1587 if you have any questions regarding this letter.

Attachments

cc: File

WEDNESDAY - DECEMBER 10, 2008 CITY: SAN JUAN CAPISTRANO PROJECT: CA08-1219-1-001-DAY 1

MAIN ENTRANCE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	8		7				
00:15	0		0					12:15	13		8				
00:30	0		0					12:30	12		8				
00:45	0	0	0	0				12:45	7	40	9	32			72
01:00	3		0					13:00	9		14				
01:15	0		0					13:15	4		7				
01:30	0		0					13:30	4		7				
01:45	0	3	0	0			3	13:45	9	26	7	35			61
02:00	0		0					14:00	9		8				
02:15	0		0					14:15	3		7				
02:30	0		0					14:30	4		7				
02:45	0	0	0	0				14:45	13	29	4	26			55
03:00	0		0					15:00	10		14				
03:15	0		0					15:15	12		19				
03:30	0		0					15:30	12		17				
03:45	0	0	0	0				15:45	11	45	14	64			109
04:00	1		1					16:00	13		13				
04:15	0		0					16:15	10		21				
04:30	0		0					16:30	11		9				
04:45	0	1	0	1			2	16:45	29	63	12	55			118
05:00	0		0					17:00	20		14				
05:15	0		0					17:15	17		7				
05:30	0		0					17:30	11		9				
05:45	0	0	2	2			2	17:45	17	65	10	40			105
06:00	0		1					18:00	20		9				
06:15	0		0					18:15	11		8				
06:30	0		0					18:30	13		10				
06:45	0	0	3	4			4	18:45	13	57	12	39			96
07:00	1		1					19:00	14		2				
07:15	2		1					19:15	3		3				
07:30	1		2					19:30	4		4				
07:45	3	7	7	11			18	19:45	0	21	8	17			38
08:00	3		15					20:00	7		0				
08:15	3		12					20:15	3		1				
08:30	4		15					20:30	0		0				
08:45	2	12	9	51			63	20:45	3	13	3	4			17
09:00	0		11					21:00	3		4				
09:15	4		8					21:15	4		7				
09:30	1		7					21:30	1		2				
09:45	4	9	8	34			43	21:45	3	11	2	15			26
10:00	3		7					22:00	0		0				
10:15	3		2					22:15	3		0				
10:30	7		9					22:30	0		0				
10:45	4	17	8	26			43	22:45	0	3	1	1			4
11:00	10		8					23:00	0		0				
11:15	9		8					23:15	0		0				
11:30	13		7					23:30	0		0				
11:45	10	42	8	31			73	23:45	0	0	0	0			
Total Vol.		91		160			**251**			373		328			**701**

Daily Totals

NB	SB	EB	WB	Combined
464	488			**952**

	AM			PM		
Split %	36.3%	63.7%	**26.4%**	53.2%	46.8%	**73.6%**
Peak Hour	11:30	08:00	**11:30**	16:30	15:30	**16:15**
Volume	44	51	**74**	77	65	**126**
P.H.F.	0.85	0.85	**0.88**	0.69	0.77	**0.77**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - DECEMBER 11, 2008 CITY: SAN JUAN CAPISTRANO PROJECT: CA08-1219-1-001-DAY 2

MAIN ENTRANCE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	7		2				
00:15	0		0					12:15	12		7				
00:30	0		0					12:30	3		9				
00:45	0	0	0	0				12:45	24	46	7	25			71
01:00	0		0					13:00	4		13				
01:15	0		0					13:15	9		8				
01:30	0		0					13:30	8		7				
01:45	0	0	0	0				13:45	8	29	16	44			73
02:00	0		0					14:00	1		8				
02:15	0		0					14:15	12		7				
02:30	0		0					14:30	12		7				
02:45	0	0	0	0				14:45	3	28	7	29			57
03:00	0		0					15:00	8		15				
03:15	0		0					15:15	12		25				
03:30	0		0					15:30	11		12				
03:45	0	0	0	0				15:45	13	44	21	73			117
04:00	0		0					16:00	14		18				
04:15	1		0					16:15	11		16				
04:30	0		0					16:30	20		14				
04:45	0	1	0	0			1	16:45	18	63	12	60			123
05:00	0		2					17:00	27		13				
05:15	0		0					17:15	22		13				
05:30	0		1					17:30	12		16				
05:45	0	0	2	5			5	17:45	12	73	14	56			129
06:00	0		1					18:00	14		12				
06:15	0		1					18:15	21		8				
06:30	2		7					18:30	18		14				
06:45	0	2	7	16			18	18:45	21	74	11	45			119
07:00	1		2					19:00	12		4				
07:15	7		2					19:15	8		7				
07:30	0		1					19:30	4		4				
07:45	1	9	8	13			22	19:45	12	36	7	22			58
08:00	4		13					20:00	13		2				
08:15	4		13					20:15	3		4				
08:30	8		4					20:30	3		3				
08:45	9	25	9	39			64	20:45	1	20	0	9			29
09:00	9		16					21:00	1		1				
09:15	1		8					21:15	0		2				
09:30	13		14					21:30	0		1				
09:45	7	30	11	49			79	21:45	1	2	0	4			6
10:00	9		13					22:00	0		2				
10:15	7		8					22:15	1		0				
10:30	4		7					22:30	0		0				
10:45	9	29	7	35			64	22:45	0	1	0	2			3
11:00	7		8					23:00	0		0				
11:15	11		8					23:15	0		0				
11:30	4		8					23:30	0		0				
11:45	16	38	7	31			69	23:45	0	0	0	0			
Total Vol.		134		188			**322**			416		369			**785**

Daily Totals

NB	SB	EB	WB	Combined
550	557			**1107**

	AM			PM		
Split %	41.6%	58.4%	**29.1%**	53.0%	47.0%	**70.9%**
Peak Hour	11:30	09:00	**09:30**	16:30	15:15	**16:30**
Volume	39	49	**82**	87	76	**139**
P.H.F.	0.61	0.77	**0.76**	0.85	0.76	**0.87**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - DECEMBER 12, 2008 CITY: SAN JUAN CAPISTRANO PROJECT: CA08-1219-1-001-DAY 3

MAIN ENTRANCE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	15		9				
00:15	0		0					12:15	9		6				
00:30	0		0					12:30	9		7				
00:45	0	0	0	0				12:45	16	49	7	29			78
01:00	0		0					13:00	13		9				
01:15	0		0					13:15	4		13				
01:30	0		0					13:30	14		9				
01:45	0	0	0	0				13:45	6	37	9	40			77
02:00	0		0					14:00	11		7				
02:15	0		0					14:15	9		9				
02:30	0		0					14:30	7		7				
02:45	0	0	1	1			1	14:45	8	35	18	41			76
03:00	0		3					15:00	13		13				
03:15	0		0					15:15	15		29				
03:30	0		0					15:30	13		18				
03:45	0	0	0	3			3	15:45	22	63	13	73			136
04:00	0		0					16:00	11		15				
04:15	0		0					16:15	16		14				
04:30	0		0					16:30	12		15				
04:45	0	0	0	0				16:45	16	55	22	66			121
05:00	0		1					17:00	19		15				
05:15	0		0					17:15	23		7				
05:30	0		0					17:30	13		14				
05:45	0	0	0	1			1	17:45	21	76	11	47			123
06:00	1		0					18:00	21		13				
06:15	0		3					18:15	21		7				
06:30	2		6					18:30	14		9				
06:45	2	5	1	10			15	18:45	2	58	2	31			89
07:00	1		2					19:00	9		2				
07:15	6		2					19:15	13		4				
07:30	1		6					19:30	3		4				
07:45	8	16	11	21			37	19:45	4	29	7	17			46
08:00	4		15					20:00	0		2				
08:15	4		6					20:15	4		2				
08:30	6		6					20:30	4		2				
08:45	1	15	12	39			54	20:45	0	8	4	10			18
09:00	8		13					21:00	0		0				
09:15	8		12					21:15	1		0				
09:30	6		11					21:30	1		0				
09:45	4	26	12	48			74	21:45	3	5	0	0			5
10:00	7		8					22:00	0		0				
10:15	9		8					22:15	0		0				
10:30	6		15					22:30	0		2				
10:45	8	30	11	42			72	22:45	0	0	2	4			4
11:00	7		4					23:00	0		0				
11:15	9		6					23:15	0		0				
11:30	12		6					23:30	0		0				
11:45	7	35	9	25			60	23:45	0	0	0	0			
Total Vol.		127		190			**317**			415		358			**773**

Daily Totals

NB	SB	EB	WB	Combined
542	548			**1090**

	AM			PM		
Split %	40.1%	59.9%	**29.1%**	53.7%	46.3%	**70.9%**
Peak Hour	11:15	08:45	**09:00**	17:15	14:45	**15:00**
Volume	43	48	**74**	78	78	**136**
P.H.F.	0.72	0.92	**0.88**	0.85	0.67	**0.77**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Existing Driveway Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Wadsworth Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACWAESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	6	4	10	218	12	230	7	81	88	328
07:15 AM	3	6	9	253	12	265	1	92	93	367
07:30 AM	4	6	10	320	7	327	6	96	102	439
07:45 AM	8	0	8	258	11	269	3	99	102	379
Total	21	16	37	1049	42	1091	17	368	385	1513
08:00 AM	10	5	15	203	7	210	5	98	103	328
08:15 AM	9	9	18	180	5	185	5	95	100	303
08:30 AM	5	6	11	164	9	173	6	96	102	286
08:45 AM	7	5	12	152	8	160	2	82	84	256
Total	31	25	56	699	29	728	18	371	389	1173
Grand Total	52	41	93	1748	71	1819	35	739	774	2686
Apprch %	55.9	44.1		96.1	3.9		4.5	95.5		
Total %	1.9	1.5	3.5	65.1	2.6	67.7	1.3	27.5	28.8	

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	6	4	**10**	218	**12**	230	**7**	81	88	328
07:15 AM	3	**6**	9	253	12	265	1	92	93	367
07:30 AM	4	6	10	**320**	7	**327**	6	96	**102**	**439**
07:45 AM	**8**	0	8	258	11	269	3	**99**	102	379
Total Volume	21	16	37	1049	42	1091	17	368	385	1513
% App. Total	56.8	43.2		96.2	3.8		4.4	95.6		
PHF	.656	.667	.925	.820	.875	.834	.607	.929	.944	.862

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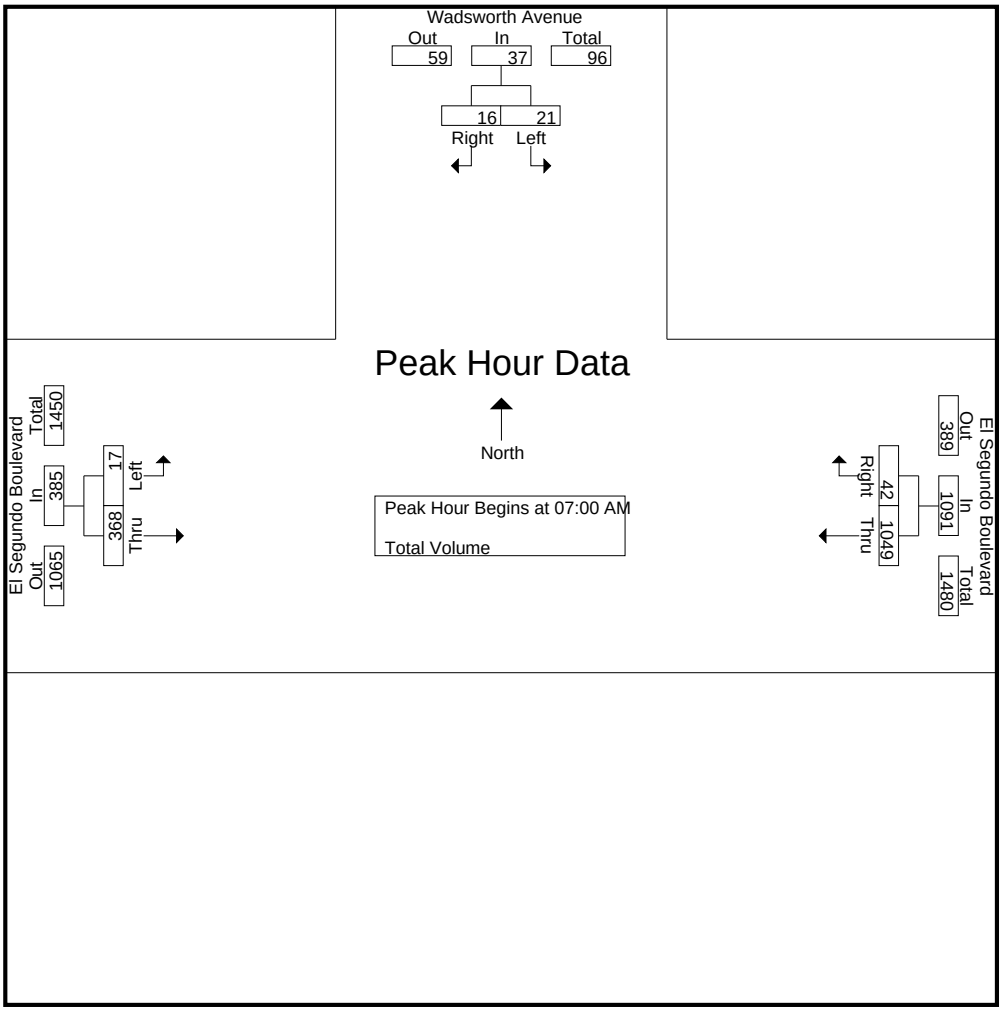
City of Los Angeles
N/S: Wadsworth Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACWAESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			07:30 AM		
+0 mins.	**10**	5	15	218	**12**	230	**6**	96	102
+15 mins.	9	**9**	**18**	253	12	265	3	**99**	102
+30 mins.	5	6	11	**320**	7	**327**	5	98	**103**
+45 mins.	7	5	12	258	11	269	5	95	100
Total Volume	31	25	56	1049	42	1091	19	388	407
% App. Total	55.4	44.6		96.2	3.8		4.7	95.3	
PHF	.775	.694	.778	.820	.875	.834	.792	.980	.988

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City of Los Angeles
N/S: Wadsworth Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACWAESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	5	2	7	175	4	179	2	317	319	505
04:15 PM	5	5	10	155	3	158	2	287	289	457
04:30 PM	5	6	11	172	5	177	9	327	336	524
04:45 PM	5	2	7	152	9	161	10	324	334	502
Total	20	15	35	654	21	675	23	1255	1278	1988
05:00 PM	6	3	9	170	7	177	9	339	348	534
05:15 PM	7	7	14	158	11	169	12	336	348	531
05:30 PM	16	4	20	176	16	192	9	339	348	560
05:45 PM	8	5	13	154	14	168	11	321	332	513
Total	37	19	56	658	48	706	41	1335	1376	2138
Grand Total	57	34	91	1312	69	1381	64	2590	2654	4126
Apprch %	62.6	37.4		95	5		2.4	97.6		
Total %	1.4	0.8	2.2	31.8	1.7	33.5	1.6	62.8	64.3	

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	6	3	9	170	7	177	9	**339**	**348**	534
05:15 PM	7	**7**	14	158	11	169	**12**	336	348	531
05:30 PM	**16**	4	**20**	**176**	**16**	**192**	9	339	348	**560**
05:45 PM	8	5	13	154	14	168	11	321	332	513
Total Volume	37	19	56	658	48	706	41	1335	1376	2138
% App. Total	66.1	33.9		93.2	6.8		3	97		
PHF	.578	.679	.700	.935	.750	.919	.854	.985	.989	.954

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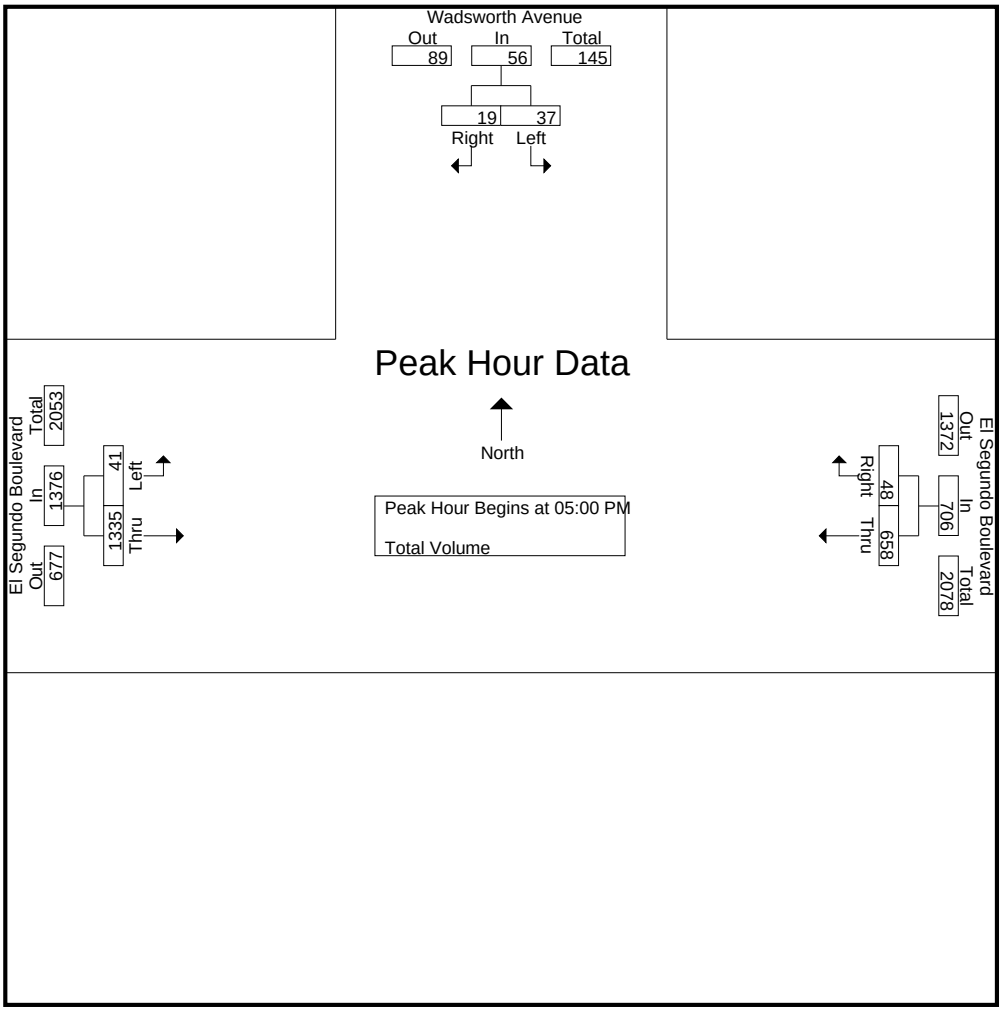
File Name : LACWAESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:45 PM		
+0 mins.	6	3	9	170	7	177	10	324	334
+15 mins.	7	**7**	14	158	11	169	9	**339**	**348**
+30 mins.	**16**	4	**20**	**176**	**16**	**192**	**12**	336	348
+45 mins.	8	5	13	154	14	168	9	339	348
Total Volume	37	19	56	658	48	706	40	1338	1378
% App. Total	66.1	33.9		93.2	6.8		2.9	97.1	
PHF	.578	.679	.700	.935	.750	.919	.833	.987	.990

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-002 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

AM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Earvin Magic Johnson Park Dwy n/o 126th St			Earvin Magic Johnson Park Dwy n/o 126th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	0	0	0	1	0	
7:00 AM	0	0	13	1	0	0	0	0	0	2	0	4	20
7:15 AM	0	0	3	7	0	0	0	0	0	2	0	4	16
7:30 AM	0	0	4	3	0	0	0	0	0	1	0	5	13
7:45 AM	0	0	3	4	0	0	0	0	0	2	0	6	15
8:00 AM	0	0	5	3	0	0	0	0	0	4	0	7	19
8:15 AM	0	0	4	6	0	0	0	0	0	1	0	5	16
8:30 AM	0	0	9	5	0	0	0	0	0	6	0	5	25
8:45 AM	0	0	6	6	0	0	0	0	0	5	0	1	18
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	47	35	0	0	0	0	0	23	0	37	142
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	38.33%	0.00%	61.67%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	24	20	0	0	0	0	0	16	0	18	78
PEAK HR FACTOR :		0.667			0.833			0.000			0.773		0.780

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-002 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

PM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Earvin Magic Johnson Park Dwy n/o 126th St			Earvin Magic Johnson Park Dwy n/o 126th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	0	0	0	1	0	
4:00 PM	0	0	4	4	0	0	0	0	0	2	0	7	17
4:15 PM	0	0	6	5	0	0	0	0	0	2	0	9	22
4:30 PM	0	0	10	1	0	0	0	0	0	0	0	6	17
4:45 PM	0	0	7	6	0	0	0	0	0	2	0	6	21
5:00 PM	0	0	9	4	0	0	0	0	0	3	0	11	27
5:15 PM	0	0	6	2	0	0	0	0	0	2	0	5	15
5:30 PM	0	0	6	4	0	0	0	0	0	2	0	6	18
5:45 PM	0	0	12	13	0	0	0	0	0	3	0	7	35
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	60	39	0	0	0	0	0	16	0	57	172
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	21.92%	0.00%	78.08%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	33	23	0	0	0	0	0	10	0	29	95
PEAK HR FACTOR :		0.688			0.442			0.000			0.696		0.679

CONTROL : No Control

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Avalon Blvd and Earvin Magic Johnson Park Dwy n/o 126th St , Los Angeles

Date: 3/31/2015

Day: Tuesday

Project #: 15-5187-002

City: Los Angeles

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Earvin Magic Johnson Park
Dwy n/o 126th St

Avalon Blvd

Peak Hour Summary

Southbound Approach

Lanes	0	2	0		
AM	0	0	20	18	AM
NOON	0	0	0	0	NOON
PM	0	0	23	29	PM

Eastbound Approach

Lanes	AM	NOON	PM
	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
0	18	0	29
1	0	0	0
0	16	0	10
	44	0	56

CONTROL

No Control

Northbound Approach

AM	16	0	0	24	AM
NOON	0	0	0	0	NOON
PM	10	0	0	33	PM
		0	2	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	20	18	AM
	0	0	NOON
	23	29	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	34	0	39
0	0	0	44	0	56
			AM	NOON	PM

	South Leg	
AM	16	24
NOON	0	0
PM	10	33

Total Volume Per Leg

	North Leg
	38 AM
	0 NOON
	52 PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	78	0	95
			AM	NOON	PM

	South Leg
AM	40
NOON	0
PM	43

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-003 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

AM

NS/EW Streets:	Earvin Magic Johnson Park Dwy e/o Wadsworth Ave			Earvin Magic Johnson Park Dwy e/o Wadsworth Ave			120th St			120th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
7:00 AM	1	0	1	0	0	0	0	0	2	4	0	0	8
7:15 AM	3	0	0	0	0	0	0	0	1	2	0	0	6
7:30 AM	1	0	2	0	0	0	0	0	1	5	0	0	9
7:45 AM	4	0	2	0	0	0	0	0	1	4	0	0	11
8:00 AM	1	0	4	0	0	0	0	0	2	2	0	0	9
8:15 AM	0	0	2	0	0	0	0	0	2	4	0	0	8
8:30 AM	1	0	3	0	0	0	0	0	5	3	0	0	12
8:45 AM	0	0	2	0	0	0	0	0	3	4	0	0	9
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	11	0	16	0	0	0	0	0	17	28	0	0	72
APPROACH %'s :	40.74%	0.00%	59.26%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	6	0	11	0	0	0	0	0	10	13	0	0	40
PEAK HR FACTOR :	0.708			0.000			0.500			0.813			0.833

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-003 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

PM

NS/EW Streets:	Earvin Magic Johnson Park Dwy e/o Wadsworth Ave			Earvin Magic Johnson Park Dwy e/o Wadsworth Ave			120th St			120th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
4:00 PM	1	0	0	0	0	0	0	0	3	2	0	0	6
4:15 PM	1	0	1	0	0	0	0	0	3	2	0	0	7
4:30 PM	2	0	5	0	0	0	0	0	4	0	0	0	11
4:45 PM	4	0	3	0	0	0	0	0	4	4	0	0	15
5:00 PM	4	0	4	0	0	0	0	0	0	4	0	0	12
5:15 PM	1	0	1	0	0	0	0	0	3	3	0	0	8
5:30 PM	2	0	2	0	0	0	0	0	3	3	0	0	10
5:45 PM	5	0	2	0	0	0	0	0	5	7	0	0	19
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	0	18	0	0	0	0	0	25	25	0	0	88
APPROACH %'s :	52.63%	0.00%	47.37%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	12	0	9	0	0	0	0	0	11	17	0	0	49
PEAK HR FACTOR :	0.656			0.000			0.550			0.607			0.645

CONTROL : No Control

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Earvin Magic Johnson Park Dwy e/o Wadsworth Ave and 120th St , Los Angeles

Date: 3/31/2015

Day: Tuesday

Project #: 15-5187-003

City: Los Angeles

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Earvin Magic Johnson Park Dwy e/o Wadsworth Ave)

	Lanes 0	0	0		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Eastbound Approach (120th St)

	AM	NOON	PM
	6	0	12
0	0	0	0
1	0	0	0
0	10	0	11
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
0	0	0	1
13	0	17	0
11	0	9	
AM	NOON	PM	

CONTROL: No Control

Northbound Approach

AM	23	6	0	11	AM
NOON	0	0	0	0	NOON
PM	28	12	0	9	PM
		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
6	0	12	13	0	17
10	0	11	11	0	9

	South Leg	
AM	23	17
NOON	0	0
PM	28	21

Total Volume Per Leg

	North Leg
AM	0
NOON	0
PM	0

West Leg AM	NOON	PM	East Leg AM	NOON	PM
16	0	23	24	0	26

	South Leg
AM	40
NOON	0
PM	49

APPENDIX D

Existing Plus Project Conditions ICU and HCM Analysis Worksheets

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

Scenario Report

Scenario:	exp am
Command:	exp am
Volume:	exp am
Geometry:	exp am
Impact Fee:	Default Impact Fee
Trip Generation:	am
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	exp am

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	E	xxxxx	0.918	E	xxxxx	0.923	+ 0.005
# 2 I-110 NB Ramps / El Segundo Bl	C	xxxxx	0.709	C	xxxxx	0.720	+ 0.011
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.802	D	xxxxx	0.805	+ 0.003
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.521	A	xxxxx	0.524	+ 0.003
# 5 Main St / El Segundo Blvd	A	xxxxx	0.560	A	xxxxx	0.563	+ 0.003
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.491	A	xxxxx	0.494	+ 0.003
# 7 Avalon Blvd / El Segundo Blvd	A	xxxxx	0.579	B	xxxxx	0.606	+ 0.027
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.226	A	xxxxx	0.379	+ 0.153
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.719	C	xxxxx	0.740	+ 0.022
# 12 Avalon Blvd / 120th St	B	xxxxx	0.632	B	xxxxx	0.638	+ 0.006
# 14 Central Ave / 120th St	D	xxxxx	0.851	D	xxxxx	0.861	+ 0.009
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.710	C	xxxxx	0.715	+ 0.005
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.722	C	xxxxx	0.723	+ 0.001

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		477	1	742		0	531	446		311	1364	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		477	1	742		0	531	446		311	1364	0	
Added Vol:	0	0	0		9	0	0		0	7	0		4	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		486	1	742		0	538	446		315	1367	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	0	0	0		547	1	835		0	605	502		354	1538	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		547	1	835		0	605	502		354	1538	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		547	1	835		0	605	502		354	1538	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.18	0.01	1.81		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1898	4	2898		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.29	0.29	0.29		0.00	0.19	0.31		0.22	0.32	0.00	
Crit Moves:					****						****		****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	634	0	187		0	0	0		0	756	258		127	1045	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	634	0	187		0	0	0		0	756	258		127	1045	0	
Added Vol:	0	0	9		0	0	0		0	16	0		4	7	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	634	0	196		0	0	0		0	772	258		131	1052	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	675	0	209		0	0	0		0	822	275		140	1120	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	675	0	209		0	0	0		0	822	275		140	1120	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	675	0	209		0	0	0		0	822	275		140	1120	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.53	0.00	0.47		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2444	0	756		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.00	0.28		0.00	0.00	0.00		0.00	0.26	0.17		0.09	0.23	0.00	
OvlAdjV/S:											0.00					
Crit Moves:	****									****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	116	361	54		89	363	142		135	913	335		93	1320	127	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	116	361	54		89	363	142		135	913	335		93	1320	127	
Added Vol:	0	0	0		1	0	0		0	25	0		0	10	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	361	54		90	363	142		135	938	335		93	1330	128	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81	
PHF Volume:	143	443	66		111	446	174		166	1152	412		114	1634	157	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	443	66		111	446	174		166	1152	412		114	1634	157	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	143	443	66		111	446	174		166	1152	412		114	1634	157	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4379	421	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.14	0.04		0.07	0.14	0.11		0.10	0.36	0.26		0.07	0.37	0.37	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	207	17		36	221	92		50	528	96		94	1027	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	69	207	17		36	221	92		50	528	96		94	1027	59	
Added Vol:	0	0	0		3	0	0		0	27	0		0	11	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	69	207	17		39	221	92		50	555	96		94	1038	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	79	236	19		44	252	105		57	632	109		107	1182	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	79	236	19		44	252	105		57	632	109		107	1182	68	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	79	236	19		44	252	105		57	632	109		107	1182	68	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.56	0.44		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4092	708		1600	4538	262	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.07	0.01		0.03	0.08	0.07		0.04	0.15	0.15		0.07	0.26	0.26	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	71	228	26		78	234	98		58	395	77		79	1023	65	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	71	228	26		78	234	98		58	395	77		79	1023	65	
Added Vol:	0	0	3		3	0	0		0	30	0		1	12	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	228	29		81	234	98		58	425	77		80	1035	66	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	80	255	32		91	262	110		65	476	86		90	1159	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	255	32		91	262	110		65	476	86		90	1159	74	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	80	255	32		91	262	110		65	476	86		90	1159	74	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.41	0.59		1.00	2.54	0.46		1.00	2.82	0.18	
Final Sat.:	1600	3200	1600		1600	2255	945		1600	4064	736		1600	4512	288	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.02		0.06	0.12	0.12		0.04	0.12	0.12		0.06	0.26	0.26	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	86	121	24		46	124	130		56	324	50		29	856	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	86	121	24		46	124	130		56	324	50		29	856	34	
Added Vol:	0	0	3		3	0	0		0	36	0		1	14	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	86	121	27		49	124	130		56	360	50		30	870	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	96	134	30		54	138	144		62	400	56		33	967	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	96	134	30		54	138	144		62	400	56		33	967	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	96	134	30		54	138	144		62	400	56		33	967	39	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.64	0.36		1.00	1.00	1.00		1.00	2.63	0.37		1.00	2.88	0.12	
Final Sat.:	1600	2616	584		1600	1600	1600		1600	4215	585		1600	4614	186	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.05	0.05		0.03	0.09	0.09		0.04	0.09	0.09		0.02	0.21	0.21	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	63	394	79		92	427	107		107	285	71		101	828	124	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	63	394	79		92	427	107		107	285	71		101	828	124	
Added Vol:	0	2	10		14	1	3		5	36	0		4	14	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	63	396	89		106	428	110		112	321	71		105	842	129	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	69	433	97		116	468	120		123	351	78		115	921	141	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	433	97		116	468	120		123	351	78		115	921	141	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	69	433	97		116	468	120		123	351	78		115	921	141	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.46	0.54		1.00	2.60	0.40	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3931	869		1600	4162	638	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.14	0.06		0.07	0.15	0.08		0.08	0.09	0.09		0.07	0.22	0.22	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	24	0	14		0	0	0		0	406	20		11	961	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	24	0	14		0	0	0		0	406	20		11	961	0	
Added Vol:	0	3	0		18	2	19		32	28	0		0	3	32	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	24	3	14		18	2	19		32	434	20		11	964	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	25	3	15		19	2	20		34	458	21		12	1018	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	3	15		19	2	20		34	458	21		12	1018	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	25	3	15		19	2	20		34	458	21		12	1018	34	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.59	0.07	0.34		0.90	0.10	1.00		1.00	2.87	0.13		1.00	2.90	0.10	
Final Sat.:	937	117	546		1440	160	1600		1600	4589	211		1600	4646	154	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.03		0.01	0.01	0.01		0.02	0.10	0.10		0.01	0.22	0.22	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	128	519	89		46	476	188		118	274	47		107	881	67	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	128	519	89		46	476	188		118	274	47		107	881	67	
Added Vol:	15	0	0		0	0	31		10	6	6		0	15	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	143	519	89		46	476	219		128	280	53		107	896	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	153	556	95		49	510	234		137	300	57		115	959	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	556	95		49	510	234		137	300	57		115	959	72	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	153	556	95		49	510	234		137	300	57		115	959	72	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.17	0.06		0.03	0.16	0.15		0.09	0.09	0.04		0.07	0.30	0.04	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	45	432	105		59	544	44		60	237	47		123	341	81	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	432	105		59	544	44		60	237	47		123	341	81	
Added Vol:	2	3	4		3	8	0		0	3	6		6	2	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	47	435	109		62	552	44		60	240	53		129	343	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	54	501	125		71	635	51		69	276	61		148	395	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	501	125		71	635	51		69	276	61		148	395	96	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	54	501	125		71	635	51		69	276	61		148	395	96	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.85	0.15		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	2964	236		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.16	0.08		0.04	0.21	0.21		0.04	0.17	0.04		0.09	0.25	0.06	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	63	611	78	158	576	80	108	301	27	88	401	137				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	63	611	78	158	576	80	108	301	27	88	401	137				
Added Vol:	0	8	2	0	24	9	5	2	0	6	3	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	63	619	80	158	600	89	113	303	27	94	404	137				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81				
PHF Volume:	78	765	99	195	742	110	140	375	33	116	499	169				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	78	765	99	195	742	110	140	375	33	116	499	169				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	78	765	99	195	742	110	140	375	33	116	499	169				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2938	262	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.06	0.12	0.23	0.07	0.09	0.13	0.13	0.07	0.31	0.11				
Crit Moves:		****		****			****				****					

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	647	321	501	553	0	546	1	351	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	647	321	501	553	0	546	1	351	0	0	0				
Added Vol:	0	10	4	0	23	0	0	0	10	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	657	325	501	576	0	546	1	361	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	713	353	544	625	0	593	1	392	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	713	353	544	625	0	593	1	392	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	713	353	544	625	0	593	1	392	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.80	0.01	1.19	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2886	5	1908	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.22	0.19	0.20	0.00	0.21	0.21	0.21	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	288	903	0	0	891	597	0	0	0	165	0	358				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	288	903	0	0	891	597	0	0	0	165	0	358				
Added Vol:	4	5	0	0	13	0	0	0	0	10	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	292	908	0	0	904	597	0	0	0	175	0	358				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	310	965	0	0	961	634	0	0	0	186	0	380				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	310	965	0	0	961	634	0	0	0	186	0	380				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	310	965	0	0	961	634	0	0	0	186	0	380				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.30	0.00	0.00	0.30	0.40	0.00	0.00	0.00	0.12	0.00	0.12				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

Scenario Report

Scenario:	exp pm
Command:	exp pm
Volume:	exp pm
Geometry:	exp pm
Impact Fee:	Default Impact Fee
Trip Generation:	pm
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	exp pm

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	C	xxxxx	0.759	C	xxxxx	0.779	+ 0.021
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.810	D	xxxxx	0.843	+ 0.033
# 3 Figueroa St / El Segundo Blvd	B	xxxxx	0.697	C	xxxxx	0.721	+ 0.024
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.529	A	xxxxx	0.549	+ 0.021
# 5 Main St / El Segundo Blvd	B	xxxxx	0.608	B	xxxxx	0.634	+ 0.027
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.536	A	xxxxx	0.570	+ 0.034
# 7 Avalon Blvd / El Segundo Blvd	C	xxxxx	0.732	C	xxxxx	0.784	+ 0.052
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.459	A	xxxxx	0.525	+ 0.066
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.779	C	xxxxx	0.789	+ 0.010
# 12 Avalon Blvd / 120th St	B	xxxxx	0.660	B	xxxxx	0.696	+ 0.036
# 14 Central Ave / 120th St	B	xxxxx	0.615	B	xxxxx	0.629	+ 0.014
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.717	C	xxxxx	0.735	+ 0.018
# 16 Central Ave / I-105 WB Ramps	B	xxxxx	0.687	C	xxxxx	0.709	+ 0.022

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	0	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		416	0	368		0	1201	599		183	706	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		416	0	368		0	1201	599		183	706	0	
Added Vol:	0	0	0		24	0	0		0	20	0		18	15	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		440	0	368		0	1221	599		201	721	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	0	0	0		444	0	371		0	1232	604		203	728	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		444	0	371		0	1232	604		203	728	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		444	0	371		0	1232	604		203	728	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.63	0.01	1.36		0.00	2.01	0.99		1.00	3.00	0.00	
Final Sat.:	0	0	0		2614	0	2186		0	3220	1580		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.17		0.00	0.38	0.38		0.13	0.15	0.00	
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	258	0	225		0	0	0		0	1211	436		269	656	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	258	0	225		0	0	0		0	1211	436		269	656	0	
Added Vol:	0	0	24		0	0	0		0	43	0		18	34	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	258	0	249		0	0	0		0	1254	436		287	690	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	263	0	254		0	0	0		0	1277	444		292	703	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	263	0	254		0	0	0		0	1277	444		292	703	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	263	0	254		0	0	0		0	1277	444		292	703	0	
OvlAdjVol:											186					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.02	xxxx	0.98		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	1628	0	1572		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.16		0.00	0.00	0.00		0.00	0.40	0.28		0.18	0.15	0.00	
OvlAdjV/S:											0.12					
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	160	502	137		77	291	90		122	1137	136		36	726	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	502	137		77	291	90		122	1137	136		36	726	96	
Added Vol:	0	0	0		4	0	0		0	67	0		0	52	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	160	502	137		81	291	90		122	1204	136		36	778	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	164	514	140		83	298	92		125	1234	139		37	797	101	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	164	514	140		83	298	92		125	1234	139		37	797	101	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	164	514	140		83	298	92		125	1234	139		37	797	101	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.66	0.34	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4258	542	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.16	0.09		0.05	0.09	0.06		0.08	0.39	0.09		0.02	0.19	0.19	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	103	297	111		78	151	72		103	1182	40		23	677	82	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	103	297	111		78	151	72		103	1182	40		23	677	82	
Added Vol:	0	0	0		8	0	0		0	71	0		0	55	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	103	297	111		86	151	72		103	1253	40		23	732	88	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	108	310	116		90	158	75		108	1308	42		24	764	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	310	116		90	158	75		108	1308	42		24	764	92	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	108	310	116		90	158	75		108	1308	42		24	764	92	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.91	0.09		1.00	2.68	0.32	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4652	148		1600	4285	515	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.10	0.07		0.06	0.05	0.05		0.07	0.28	0.28		0.02	0.18	0.18	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	104	377	90	98	175	52	109	1227	60	52	597	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	104	377	90	98	175	52	109	1227	60	52	597	50				
Added Vol:	0	0	8	8	0	0	0	79	0	6	61	6				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	104	377	98	106	175	52	109	1306	60	58	658	56				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	110	399	104	112	185	55	115	1382	63	61	696	59				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	110	399	104	112	185	55	115	1382	63	61	696	59				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	110	399	104	112	185	55	115	1382	63	61	696	59				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	2.87	0.13	1.00	2.76	0.24				
Final Sat.:	1600	3200	1600	1600	2467	733	1600	4589	211	1600	4424	376				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.12	0.06	0.07	0.08	0.08	0.07	0.30	0.30	0.04	0.16	0.16				
Crit Moves:		****		****				****		****						

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	77	208	44	64	142	80	105	1266	72	27	575	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	77	208	44	64	142	80	105	1266	72	27	575	74				
Added Vol:	0	0	8	8	0	0	0	95	0	6	73	6				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	77	208	52	72	142	80	105	1361	72	33	648	80				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	81	220	55	76	150	84	111	1437	76	35	684	84				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	81	220	55	76	150	84	111	1437	76	35	684	84				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	81	220	55	76	150	84	111	1437	76	35	684	84				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.60	0.40	1.00	1.28	0.72	1.00	2.85	0.15	1.00	2.67	0.33				
Final Sat.:	1600	2560	640	1600	2047	1153	1600	4559	241	1600	4273	527				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09	0.05	0.07	0.07	0.07	0.32	0.32	0.02	0.16	0.16				
Crit Moves:		****		****				****		****						

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	115	614	148	149	440	80	119	1133	113	102	486	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	614	148	149	440	80	119	1133	113	102	486	109
Added Vol:	0	8	24	28	5	15	23	88	0	19	71	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	622	172	177	445	95	142	1221	113	121	557	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	119	646	179	184	462	99	147	1268	117	126	578	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	646	179	184	462	99	147	1268	117	126	578	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	646	179	184	462	99	147	1268	117	126	578	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25	1.00	2.42	0.58
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4393	407	1600	3875	925
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.11	0.11	0.14	0.06	0.09	0.29	0.29	0.08	0.15	0.15
Crit Moves:		****		****				****		****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	13	0	13	0	0	0	0	1464	48	19	678	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	0	13	0	0	0	0	1464	48	19	678	0
Added Vol:	0	12	0	88	8	89	135	4	0	0	25	134
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	12	13	88	8	89	135	1468	48	19	703	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	14	13	14	92	8	93	141	1534	50	20	735	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	13	14	92	8	93	141	1534	50	20	735	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	13	14	92	8	93	141	1534	50	20	735	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.32	0.34	0.92	0.08	1.00	1.00	2.91	0.09	1.00	2.52	0.48
Final Sat.:	547	505	547	1467	133	1600	1600	4648	152	1600	4032	768
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.06	0.09	0.33	0.33	0.01	0.18	0.18
Crit Moves:		****		****				****		****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	92	592	180		162	618	125		229	994	155		116	460	74	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	592	180		162	618	125		229	994	155		116	460	74	
Added Vol:	39	0	0		0	0	60		53	31	31		0	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	131	592	180		162	618	185		282	1025	186		116	499	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	133	600	183		164	627	188		286	1040	189		118	506	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	133	600	183		164	627	188		286	1040	189		118	506	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	133	600	183		164	627	188		286	1040	189		118	506	75	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.19	0.11		0.10	0.20	0.12		0.18	0.32	0.12		0.07	0.16	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	61	637	114		88	463	29		85	361	60		99	357	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	637	114		88	463	29		85	361	60		99	357	70	
Added Vol:	11	14	20		12	16	0		0	12	12		24	8	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	72	651	134		100	479	29		85	373	72		123	365	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	74	673	139		103	495	30		88	386	74		127	377	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	673	139		103	495	30		88	386	74		127	377	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	74	673	139		103	495	30		88	386	74		127	377	81	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.89	0.11		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3017	183		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.09		0.06	0.16	0.16		0.05	0.24	0.05		0.08	0.24	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	63	755	91	162	768	112	123	358	80	54	202	138				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	63	755	91	162	768	112	123	358	80	54	202	138				
Added Vol:	0	43	11	0	48	39	26	8	0	12	12	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	63	798	102	162	816	151	149	366	80	66	214	138				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	64	809	103	164	828	153	151	371	81	67	217	140				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	64	809	103	164	828	153	151	371	81	67	217	140				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	64	809	103	164	828	153	151	371	81	67	217	140				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.64	0.36	1.00	1.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2626	574	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.25	0.06	0.10	0.26	0.10	0.09	0.14	0.14	0.04	0.14	0.09				
Crit Moves:	****				****		****				****					

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	756	337	440	736	0	507	222	395	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	756	337	440	736	0	507	222	395	0	0	0				
Added Vol:	0	49	19	0	59	0	0	0	28	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	805	356	440	795	0	507	222	423	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	0	831	367	454	820	0	523	229	437	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	831	367	454	820	0	523	229	437	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	831	367	454	820	0	523	229	437	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.32	0.58	1.10	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2112	925	1763	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.23	0.16	0.26	0.00	0.25	0.25	0.25	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	304	939	0	0	910	417	0	0	0	276	0	569				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	304	939	0	0	910	417	0	0	0	276	0	569				
Added Vol:	21	27	0	0	35	0	0	0	0	24	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	325	966	0	0	945	417	0	0	0	300	0	569				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	336	998	0	0	976	431	0	0	0	310	0	588				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	336	998	0	0	976	431	0	0	0	310	0	588				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	336	998	0	0	976	431	0	0	0	310	0	588				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.03	0.01	1.96				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1657	0	3143				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.31	0.00	0.00	0.31	0.27	0.00	0.00	0.00	0.19	0.00	0.19				
Crit Moves:	****				****					****						

Unsignalized Intersections (HCM)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	439	7	7	1107	33	14	0	7	7	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	33	493	8	8	1244	37	16	0	8	8	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1281			501			993	1859	168	1508	1844	433
vC1, stage 1 conf vol							562	562		1278	1278	
vC2, stage 2 conf vol							430	1297		230	566	
vCu, unblocked vol	1281			501			993	1859	168	1508	1844	433
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			99			96	100	99	95	100	99
cM capacity (veh/h)	538			1059			376	183	846	168	211	571

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	156	247	131	319	622	348	24	11
Volume Left	33	0	0	8	0	0	16	8
Volume Right	0	0	8	0	0	37	8	3
cSH	538	1700	1700	1059	1700	1700	462	213
Volume to Capacity	0.06	0.15	0.08	0.01	0.37	0.20	0.05	0.05
Queue Length 95th (ft)	5	0	0	1	0	0	4	4
Control Delay (s)	3.2	0.0	0.0	0.3	0.0	0.0	13.2	22.8
Lane LOS	A			A			B	C
Approach Delay (s)	0.9			0.1			13.2	22.8
Approach LOS							B	C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	261	7	7	321	5	4	1	4	15	1	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	275	7	7	338	5	4	1	4	16	1	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	343			282			647	649	278	651	650	341
vC1, stage 1 conf vol							291	291		355	355	
vC2, stage 2 conf vol							356	358		296	295	
vCu, unblocked vol	343			282			647	649	278	651	650	341
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	99	97	100	97
cM capacity (veh/h)	1216			1280			554	541	760	566	542	706

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	288	351	9	36
Volume Left	6	7	4	16
Volume Right	7	5	4	19
cSH	1216	1280	628	632
Volume to Capacity	0.01	0.01	0.02	0.06
Queue Length 95th (ft)	0	0	1	4
Control Delay (s)	0.2	0.2	10.8	11.0
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.2	10.8	11.0
Approach LOS			B	B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	3	3	631	5	5	641
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	3	3	693	5	5	704
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1059	349			699	
vC1, stage 1 conf vol	696					
vC2, stage 2 conf vol	363					
vCu, unblocked vol	1059	349			699	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	409	647			894	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	7	462	237	240	470
Volume Left	3	0	0	5	0
Volume Right	3	0	5	0	0
cSH	501	1700	1700	894	1700
Volume to Capacity	0.01	0.27	0.14	0.01	0.28
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	12.3	0.0	0.0	0.3	0.0
Lane LOS	B			A	
Approach Delay (s)	12.3	0.0		0.1	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	1493	12	6	848	7	6	0	9	29	1	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	9	1539	12	6	874	7	6	0	9	30	1	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	881			1552			1868	2458	519	1422	2460	295
vC1, stage 1 conf vol							1564	1564		890	890	
vC2, stage 2 conf vol							304	894		532	1570	
vCu, unblocked vol	881			1552			1868	2458	519	1422	2460	295
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			95	100	98	89	99	96
cM capacity (veh/h)	763			423			112	151	504	262	145	704

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	394	770	397	225	437	226	15	62
Volume Left	9	0	0	6	0	0	6	30
Volume Right	0	0	12	0	0	7	9	31
cSH	763	1700	1700	423	1700	1700	211	375
Volume to Capacity	0.01	0.45	0.23	0.01	0.26	0.13	0.07	0.17
Queue Length 95th (ft)	1	0	0	1	0	0	6	15
Control Delay (s)	0.4	0.0	0.0	0.6	0.0	0.0	23.4	16.5
Lane LOS	A			A			C	C
Approach Delay (s)	0.1			0.2			23.4	16.5
Approach LOS							C	C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	556	31	31	429	15	20	1	20	23	1	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	31	598	33	33	461	16	22	1	22	25	1	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	477			631			1213	1221	615	1235	1230	469
vC1, stage 1 conf vol							677	677		536	536	
vC2, stage 2 conf vol							537	544		699	694	
vCu, unblocked vol	477			631			1213	1221	615	1235	1230	469
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			96			94	100	96	92	100	97
cM capacity (veh/h)	1085			951			336	350	491	318	340	598

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	662	511	44	46
Volume Left	31	33	22	25
Volume Right	33	16	22	20
cSH	1085	951	398	402
Volume to Capacity	0.03	0.04	0.11	0.12
Queue Length 95th (ft)	2	3	9	10
Control Delay (s)	0.8	1.0	15.2	15.1
Lane LOS	A	A	C	C
Approach Delay (s)	0.8	1.0	15.2	15.1
Approach LOS			C	C

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	13	874	23	19	702
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	16	14	910	24	20	731
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1328	467			934	
vC1, stage 1 conf vol	922					
vC2, stage 2 conf vol	405					
vCu, unblocked vol	1328	467			934	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	98			97	
cM capacity (veh/h)	317	542			728	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	29	607	327	264	488
Volume Left	16	0	0	20	0
Volume Right	14	0	24	0	0
cSH	393	1700	1700	728	1700
Volume to Capacity	0.07	0.36	0.19	0.03	0.29
Queue Length 95th (ft)	6	0	0	2	0
Control Delay (s)	14.9	0.0	0.0	1.1	0.0
Lane LOS	B			A	
Approach Delay (s)	14.9	0.0		0.4	
Approach LOS	B				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX E

Year 2020 Cumulative Conditions
ICU and HCM Analysis Worksheets

Year 2020 Cumulative Conditions Without Project

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

Scenario Report

Scenario:	exc am
Command:	exc am
Volume:	exc am
Geometry:	future np am
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	exc am

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	E	xxxxx	0.979	E	xxxxx	0.991	+ 0.012
# 2 I-110 NB Ramps / El Segundo Bl	C	xxxxx	0.762	C	xxxxx	0.784	+ 0.022
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.852	D	xxxxx	0.860	+ 0.008
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.554	A	xxxxx	0.563	+ 0.009
# 5 Main St / El Segundo Blvd	A	xxxxx	0.597	B	xxxxx	0.606	+ 0.009
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.527	A	xxxxx	0.534	+ 0.008
# 7 Avalon Blvd / El Segundo Blvd	B	xxxxx	0.628	B	xxxxx	0.643	+ 0.015
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.357	A	xxxxx	0.390	+ 0.033
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.771	D	xxxxx	0.809	+ 0.037
# 12 Avalon Blvd / 120th St	B	xxxxx	0.672	B	xxxxx	0.684	+ 0.012
# 14 Central Ave / 120th St	C	xxxxx	0.727	D	xxxxx	0.838	+ 0.111
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.761	C	xxxxx	0.784	+ 0.023
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.775	C	xxxxx	0.790	+ 0.014

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.991
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	1	0	1!	0	1	0	0	2 1	0	1	0	3 0 0
Volume Module:																
Base Vol:	0	0	0		477	1	742		0	531	446		311	1364	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	0	0		519	1	807		0	578	485		338	1483	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	0	0		11	0	0		0	12	0		14	7	0	
Initial Fut:	0	0	0		530	1	807		0	590	485		352	1490	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	0	0		589	1	897		0	655	539		391	1656	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		589	1	897		0	655	539		391	1656	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		589	1	897		0	655	539		391	1656	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.18	0.01	1.81		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1901	4	2895		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.31	0.31	0.31		0.00	0.20	0.34		0.24	0.35	0.00	
Crit Moves:						****					****		****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	634	0	187		0	0	0		0	756	258		127	1045	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	690	0	203		0	0	0		0	822	281		138	1137	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	0	18		0	0	0		0	23	0		12	21	0	
Initial Fut:	690	0	221		0	0	0		0	845	281		150	1158	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	733	0	235		0	0	0		0	899	298		160	1231	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	733	0	235		0	0	0		0	899	298		160	1231	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	733	0	235		0	0	0		0	899	298		160	1231	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.51	0.00	0.49		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2422	0	778		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.00	0.30		0.00	0.00	0.00		0.00	0.28	0.19		0.10	0.26	0.00	
OvlAdjV/S:											0.00					
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	116	361	54		89	363	142		135	913	335		93	1320	127	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	126	393	59		97	395	154		147	993	364		101	1436	138	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	0	0		0	0	0		0	41	0		0	33	0	
Initial Fut:	126	393	59		97	395	154		147	1034	364		101	1469	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	153	475	71		117	477	187		178	1250	441		122	1776	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	475	71		117	477	187		178	1250	441		122	1776	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	153	475	71		117	477	187		178	1250	441		122	1776	167	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4387	413	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.15	0.04		0.07	0.15	0.12		0.11	0.39	0.28		0.08	0.40	0.40	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	207	17		36	221	92		50	528	96		94	1027	59	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	75	225	18		39	240	100		54	574	104		102	1117	64	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	6	0		0	3	0		0	41	0		0	33	0	
Initial Fut:	75	231	18		39	243	100		54	615	104		102	1150	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	85	261	21		44	275	113		61	695	118		115	1298	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	261	21		44	275	113		61	695	118		115	1298	72	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	85	261	21		44	275	113		61	695	118		115	1298	72	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.56	0.44		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4104	696		1600	4546	254	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.01		0.03	0.09	0.07		0.04	0.17	0.17		0.07	0.29	0.29	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	71	228	26		78	234	98		58	395	77		79	1023	65	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	77	248	28		85	254	107		63	430	84		86	1113	71	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	6	0		0	3	0		0	41	0		0	33	0	
Initial Fut:	77	254	28		85	257	107		63	471	84		86	1146	71	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	86	282	31		94	286	119		70	523	93		96	1274	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	86	282	31		94	286	119		70	523	93		96	1274	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	86	282	31		94	286	119		70	523	93		96	1274	79	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.41	0.59		1.00	2.55	0.45		1.00	2.83	0.17	
Final Sat.:	1600	3200	1600		1600	2263	937		1600	4075	725		1600	4521	279	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.02		0.06	0.13	0.13		0.04	0.13	0.13		0.06	0.28	0.28	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	86	121	24		46	124	130		56	324	50		29	856	34	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	94	132	26		50	135	141		61	352	54		32	931	37	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	0	0		0	0	0		0	41	0		0	33	0	
Initial Fut:	94	132	26		50	135	141		61	393	54		32	964	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	103	145	29		55	149	156		67	434	60		35	1064	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	145	29		55	149	156		67	434	60		35	1064	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	145	29		55	149	156		67	434	60		35	1064	41	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.67	0.33		1.00	1.00	1.00		1.00	2.64	0.36		1.00	2.89	0.11	
Final Sat.:	1600	2670	530		1600	1600	1600		1600	4217	583		1600	4623	177	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.05	0.05		0.03	0.09	0.10		0.04	0.10	0.10		0.02	0.23	0.23	
Crit Moves:	****						****		****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	63	394	79		92	427	107		107	285	71		101	828	124	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	69	429	86		100	464	116		116	310	77		110	901	135	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	17	6		1	7	0		0	41	0		3	33	3	
Initial Fut:	69	446	92		101	471	116		116	351	77		113	934	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	75	485	100		110	513	127		127	382	84		123	1017	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	485	100		110	513	127		127	382	84		123	1017	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	75	485	100		110	513	127		127	382	84		123	1017	150	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.46	0.54		1.00	2.61	0.39	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3934	866		1600	4182	618	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.15	0.06		0.07	0.16	0.08		0.08	0.10	0.10		0.08	0.24	0.24	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	24	0	14		0	0	0		0	406	20		11	961	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	26	0	15		0	0	0		0	442	22		12	1045	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	21	0	23		0	0	0		0	40	7		8	17	0	
Initial Fut:	47	0	38		0	0	0		0	482	29		20	1062	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	50	0	40		0	0	0		0	509	30		21	1122	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	0	40		0	0	0		0	509	30		21	1122	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	50	0	40		0	0	0		0	509	30		21	1122	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.55	0.00	0.45		0.00	0.00	0.00		0.00	2.83	0.17		1.00	3.00	0.00	
Final Sat.:	883	0	717		0	0	0		0	4530	270		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.06		0.00	0.00	0.00		0.00	0.11	0.11		0.01	0.23	0.00	
Crit Moves:			****						****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	128	519	89	46	476	188	118	274	47	107	881	67
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	139	564	97	50	518	204	128	298	51	116	958	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	40	1	0	16	10	40	24	0	1	15	1
Initial Fut:	139	604	98	50	534	214	168	322	51	117	973	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	149	646	104	53	570	229	180	344	55	125	1040	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	646	104	53	570	229	180	344	55	125	1040	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	646	104	53	570	229	180	344	55	125	1040	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.07	0.03	0.18	0.14	0.11	0.11	0.03	0.08	0.32	0.05
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	45	432	105	59	544	44	60	237	47	123	341	81
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	49	470	114	64	592	48	65	258	51	134	371	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	3	18	18	1	0	0	39	0	8	16	8
Initial Fut:	49	473	132	82	593	48	65	297	51	142	387	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	56	538	150	93	674	54	74	338	58	161	440	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	538	150	93	674	54	74	338	58	161	440	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	538	150	93	674	54	74	338	58	161	440	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2961	239	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.09	0.06	0.23	0.23	0.05	0.21	0.04	0.10	0.28	0.07
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	63	611	78		158	576	80		108	301	27		88	401	137	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	69	665	85		172	626	87		117	327	29		96	436	149	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	19	77		120	6	0		0	87	0		29	38	50	
Initial Fut:	69	684	162		292	632	87		117	414	29		125	474	199	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84	
PHF Volume:	82	816	193		349	755	104		140	495	35		149	566	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	816	193		349	755	104		140	495	35		149	566	238	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	82	816	193		349	755	104		140	495	35		149	566	238	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.87	0.13		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2988	212		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.26	0.12		0.22	0.24	0.06		0.09	0.17	0.17		0.09	0.18	0.15	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10		5	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	647	321		501	553	0		546	1	351		0	0	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	704	349		545	601	0		594	1	382		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	53	8		0	35	0		0	0	79		0	0	0	
Initial Fut:	0	757	357		545	636	0		594	1	461		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	818	386		589	688	0		642	1	498		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	818	386		589	688	0		642	1	498		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	818	386		589	688	0		642	1	498		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		2.00	2.00	0.00		1.68	0.01	1.31		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		2880	3200	0		2700	5	2095		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.24		0.20	0.22	0.00		0.24	0.24	0.24		0.00	0.00	0.00	
Crit Moves:				****	****				****							

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	288	903	0	0	891	597	0	0	0	165	0	358				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	313	982	0	0	969	649	0	0	0	179	0	389				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	39	17	0	0	32	0	0	0	0	3	0	0				
Initial Fut:	352	999	0	0	1001	649	0	0	0	182	0	389				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	374	1061	0	0	1063	689	0	0	0	194	0	413				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	374	1061	0	0	1063	689	0	0	0	194	0	413				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	374	1061	0	0	1063	689	0	0	0	194	0	413				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.33	0.00	0.00	0.33	0.43	0.00	0.00	0.00	0.12	0.00	0.13				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

Scenario Report

Scenario:	exc pm
Command:	exc pm
Volume:	exc pm
Geometry:	future np pm
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	exc pm

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	D	xxxxx	0.816	D	xxxxx	0.836	+ 0.020
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.873	D	xxxxx	0.894	+ 0.022
# 3 Figueroa St / El Segundo Blvd	C	xxxxx	0.749	C	xxxxx	0.763	+ 0.014
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.566	A	xxxxx	0.577	+ 0.011
# 5 Main St / El Segundo Blvd	B	xxxxx	0.652	B	xxxxx	0.663	+ 0.011
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.574	A	xxxxx	0.584	+ 0.009
# 7 Avalon Blvd / El Segundo Blvd	C	xxxxx	0.787	D	xxxxx	0.808	+ 0.021
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.490	A	xxxxx	0.538	+ 0.048
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.838	D	xxxxx	0.855	+ 0.016
# 12 Avalon Blvd / 120th St	C	xxxxx	0.709	C	xxxxx	0.736	+ 0.027
# 14 Central Ave / 120th St	B	xxxxx	0.660	C	xxxxx	0.800	+ 0.139
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.771	C	xxxxx	0.786	+ 0.015
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.738	C	xxxxx	0.782	+ 0.044

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Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	10	0	10	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0	416	0	368	0	1201	599	183	706	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	0	0	0	452	0	400	0	1306	651	199	768	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	0	0	0	14	0	0	0	11	0	23	17	0				
Initial Fut:	0	0	0	466	0	400	0	1317	651	222	785	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	0	0	0	471	0	404	0	1329	657	224	792	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	471	0	404	0	1329	657	224	792	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	471	0	404	0	1329	657	224	792	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.61	0.01	1.38	0.00	2.01	0.99	1.00	3.00	0.00				
Final Sat.:	0	0	0	2583	0	2217	0	3212	1588	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.41	0.41	0.14	0.16	0.00				
Crit Moves:				****				****		****						

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10	0	0	0	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	258	0	225	0	0	0	0	1211	436	269	656	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	281	0	245	0	0	0	0	1317	474	293	713	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	0	0	18	0	0	0	0	25	0	13	40	0				
Initial Fut:	281	0	263	0	0	0	0	1342	474	306	753	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	286	0	268	0	0	0	0	1367	483	311	767	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	286	0	268	0	0	0	0	1367	483	311	767	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	286	0	268	0	0	0	0	1367	483	311	767	0				
OvlAdjVol:									206							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.03	xxxx	0.97	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00				
Final Sat.:	1653	0	1547	0	0	0	0	3200	1600	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.43	0.30	0.19	0.16	0.00				
OvlAdjV/S:									0.13							
Crit Moves:				****					****		****					

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	160	502	137		77	291	90		122	1137	136		36	726	96	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	174	546	149		84	316	98		133	1237	148		39	790	104	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	0	0		0	0	0		0	43	0		0	54	0	
Initial Fut:	174	546	149		84	316	98		133	1280	148		39	844	104	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	178	559	153		86	324	100		136	1311	152		40	864	107	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	178	559	153		86	324	100		136	1311	152		40	864	107	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	178	559	153		86	324	100		136	1311	152		40	864	107	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.67	0.33	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4271	529	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.17	0.10		0.05	0.10	0.06		0.08	0.41	0.09		0.03	0.20	0.20	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	103	297	111		78	151	72		103	1182	40		23	677	82	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	112	323	121		85	164	78		112	1286	44		25	736	89	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	4	0		0	7	0		0	43	0		0	54	0	
Initial Fut:	112	327	121		85	171	78		112	1329	44		25	790	89	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	117	341	126		89	179	82		117	1387	45		26	825	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	117	341	126		89	179	82		117	1387	45		26	825	93	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	117	341	126		89	179	82		117	1387	45		26	825	93	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.90	0.10		1.00	2.70	0.30	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4648	152		1600	4313	487	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.11	0.08		0.06	0.06	0.05		0.07	0.30	0.30		0.02	0.19	0.19	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	104	377	90	98	175	52	109	1227	60	52	597	50
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	113	410	98	107	190	57	119	1334	65	57	649	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	4	0	0	7	0	0	43	0	0	54	0
Initial Fut:	113	414	98	107	197	57	119	1377	65	57	703	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	438	104	113	209	60	125	1458	69	60	744	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	438	104	113	209	60	125	1458	69	60	744	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	438	104	113	209	60	125	1458	69	60	744	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.86	0.14	1.00	2.78	0.22
Final Sat.:	1600	3200	1600	1600	2487	713	1600	4583	217	1600	4455	345
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.06	0.07	0.08	0.08	0.08	0.32	0.32	0.04	0.17	0.17
Crit Moves:		****		****				****		****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	77	208	44	64	142	80	105	1266	72	27	575	74
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	84	226	48	70	154	87	114	1377	78	29	625	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	0	0	0	0	0	0	43	0	0	54	0
Initial Fut:	84	226	48	70	154	87	114	1420	78	29	679	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	239	51	74	163	92	121	1499	83	31	717	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	239	51	74	163	92	121	1499	83	31	717	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	239	51	74	163	92	121	1499	83	31	717	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.28	0.72	1.00	2.84	0.16	1.00	2.68	0.32
Final Sat.:	1600	2641	559	1600	2047	1153	1600	4549	251	1600	4292	508
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.05	0.08	0.08	0.08	0.33	0.33	0.02	0.17	0.17
Crit Moves:	****				****			****		****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	115	614	148		149	440	80		119	1133	113		102	486	109	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	125	668	161		162	479	87		129	1232	123		111	529	119	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	11	6		3	21	0		0	43	0		9	54	2	
Initial Fut:	125	679	167		165	500	87		129	1275	123		120	583	121	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	130	705	173		171	519	90		134	1324	128		125	605	125	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	705	173		171	519	90		134	1324	128		125	605	125	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	130	705	173		171	519	90		134	1324	128		125	605	125	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26		1.00	2.49	0.51	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4378	422		1600	3977	823	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.22	0.11		0.11	0.16	0.06		0.08	0.30	0.30		0.08	0.15	0.15	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	13	0	13		0	0	0		0	1464	48		19	678	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	14	0	14		0	0	0		0	1592	52		21	737	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	14	0	15		0	0	0		0	28	24		27	51	0	
Initial Fut:	28	0	29		0	0	0		0	1620	76		48	788	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	29	0	30		0	0	0		0	1693	80		50	824	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	0	30		0	0	0		0	1693	80		50	824	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	29	0	30		0	0	0		0	1693	80		50	824	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.49	0.00	0.51		0.00	0.00	0.00		0.00	2.87	0.13		1.00	3.00	0.00	
Final Sat.:	786	0	814		0	0	0		0	4584	216		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.04		0.00	0.00	0.00		0.00	0.37	0.37		0.03	0.17	0.00	
Crit Moves:			****								****		****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	92	592	180		162	618	125		229	994	155		116	460	74	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	100	644	196		176	672	136		249	1081	169		126	500	80	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	28	3		1	50	35		26	18	0		2	44	0	
Initial Fut:	100	672	199		177	722	171		275	1099	169		128	544	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	101	681	202		180	732	173		279	1115	171		130	552	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	101	681	202		180	732	173		279	1115	171		130	552	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	101	681	202		180	732	173		279	1115	171		130	552	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.21	0.13		0.11	0.23	0.11		0.17	0.35	0.11		0.08	0.17	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	61	637	114		88	463	29		85	361	60		99	357	70	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	66	693	124		96	504	32		92	393	65		108	388	76	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	2	13		12	3	0		0	25	0		23	48	23	
Initial Fut:	66	695	137		108	507	32		92	418	65		131	436	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	69	719	142		111	524	33		96	432	67		135	451	103	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	719	142		111	524	33		96	432	67		135	451	103	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	69	719	142		111	524	33		96	432	67		135	451	103	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.88	0.12		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3012	188		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.09		0.07	0.17	0.17		0.06	0.27	0.04		0.08	0.28	0.06	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	63	755	91	162	768	112	123	358	80	54	202	138				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	69	821	99	176	835	122	134	389	87	59	220	150				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	0	12	52	78	21	0	0	61	0	83	113	149				
Initial Fut:	69	833	151	254	856	122	134	450	87	142	333	299				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	69	845	153	258	868	124	136	457	88	144	337	303				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	69	845	153	258	868	124	136	457	88	144	337	303				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	69	845	153	258	868	124	136	457	88	144	337	303				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2682	518	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.26	0.10	0.16	0.27	0.08	0.08	0.17	0.17	0.09	0.11	0.19				
Crit Moves:		****		****			****					****				

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	756	337	440	736	0	507	222	395	0	0	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	0	822	367	479	800	0	551	241	430	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	0	141	5	0	34	0	0	0	56	0	0	0				
Initial Fut:	0	963	372	479	834	0	551	241	486	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	0	994	383	494	861	0	569	249	501	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	994	383	494	861	0	569	249	501	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	994	383	494	861	0	569	249	501	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.29	0.57	1.14	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2070	907	1823	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.24	0.17	0.27	0.00	0.27	0.27	0.27	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	304	939	0	0	910	417	0	0	0	276	0	569				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	331	1021	0	0	990	454	0	0	0	300	0	619				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	100	41	0	0	25	0	0	0	0	9	0	0				
Initial Fut:	431	1062	0	0	1015	454	0	0	0	309	0	619				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	445	1097	0	0	1048	469	0	0	0	319	0	639				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	445	1097	0	0	1048	469	0	0	0	319	0	639				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	445	1097	0	0	1048	469	0	0	0	319	0	639				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.34	0.00	0.00	0.33	0.29	0.00	0.00	0.00	0.20	0.00	0.20				
Crit Moves:	****				****							****				

Unsignalized Intersections (HCM)

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	18	464	1166	46	23	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	21	533	1340	53	26	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1393				1586	473
vC1, stage 1 conf vol					1367	
vC2, stage 2 conf vol					219	
vCu, unblocked vol	1393				1586	473
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				87	96
cM capacity (veh/h)	487				198	543

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	127	213	213	536	536	321	46
Volume Left	21	0	0	0	0	0	26
Volume Right	0	0	0	0	0	53	20
cSH	487	1700	1700	1700	1700	1700	272
Volume to Capacity	0.04	0.13	0.13	0.32	0.32	0.19	0.17
Queue Length 95th (ft)	3	0	0	0	0	0	15
Control Delay (s)	2.5	0.0	0.0	0.0	0.0	0.0	20.9
Lane LOS	A						C
Approach Delay (s)	0.6			0.0			20.9
Approach LOS							C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	522	8	8	1194	4	15	0	8	3	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	580	9	9	1327	4	17	0	9	3	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1331			589			1047	1936	198	1542	1938	444
vC1, stage 1 conf vol							587	587		1347	1347	
vC2, stage 2 conf vol							460	1349		196	591	
vCu, unblocked vol	1331			589			1047	1936	198	1542	1938	444
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			96	100	99	98	100	100
cM capacity (veh/h)	514			982			382	197	810	153	198	561

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	146	290	154	341	663	336	26	3
Volume Left	1	0	0	9	0	0	17	3
Volume Right	0	0	9	0	0	4	9	0
cSH	514	1700	1700	982	1700	1700	468	153
Volume to Capacity	0.00	0.17	0.09	0.01	0.39	0.20	0.05	0.02
Queue Length 95th (ft)	0	0	0	1	0	0	4	2
Control Delay (s)	0.1	0.0	0.0	0.3	0.0	0.0	13.1	29.0
Lane LOS	A			A			B	D
Approach Delay (s)	0.0			0.1			13.1	29.0
Approach LOS							B	D

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	7	368	382	5	16	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	387	402	5	17	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	407				807	405
vC1, stage 1 conf vol					405	
vC2, stage 2 conf vol					402	
vCu, unblocked vol	407				807	405
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	97
cM capacity (veh/h)	1151				555	650

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	395	407	38
Volume Left	7	0	17
Volume Right	0	5	21
cSH	1151	1700	604
Volume to Capacity	0.01	0.24	0.06
Queue Length 95th (ft)	0	0	5
Control Delay (s)	0.2	0.0	11.4
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	11.4
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	35.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	45	1495	794	52	40	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	47	1574	836	55	42	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	891				1482	306
vC1, stage 1 conf vol					863	
vC2, stage 2 conf vol					619	
vCu, unblocked vol	891				1482	306
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	94				86	97
cM capacity (veh/h)	770				307	696

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	362	629	629	334	334	222	64
Volume Left	47	0	0	0	0	0	42
Volume Right	0	0	0	0	0	55	22
cSH	770	1700	1700	1700	1700	1700	380
Volume to Capacity	0.06	0.37	0.37	0.20	0.20	0.13	0.17
Queue Length 95th (ft)	5	0	0	0	0	0	15
Control Delay (s)	2.0	0.0	0.0	0.0	0.0	0.0	16.4
Lane LOS	A						C
Approach Delay (s)	0.4			0.0			16.4
Approach LOS							C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1571	13	7	855	2	7	0	10	2	1	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	5	1620	13	7	881	2	7	0	10	2	1	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	884			1633			1945	2535	547	1447	2540	295
vC1, stage 1 conf vol							1637	1637		897	897	
vC2, stage 2 conf vol							309	898		550	1643	
vCu, unblocked vol	884			1633			1945	2535	547	1447	2540	295
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			93	100	98	99	99	99
cM capacity (veh/h)	761			393			102	142	484	257	134	704

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	410	810	418	228	441	222	18	8
Volume Left	5	0	0	7	0	0	7	2
Volume Right	0	0	13	0	0	2	10	5
cSH	761	1700	1700	393	1700	1700	190	359
Volume to Capacity	0.01	0.48	0.25	0.02	0.26	0.13	0.09	0.02
Queue Length 95th (ft)	1	0	0	1	0	0	7	2
Control Delay (s)	0.2	0.0	0.0	0.7	0.0	0.0	25.8	15.3
Lane LOS	A			A			D	C
Approach Delay (s)	0.1			0.2			25.8	15.3
Approach LOS							D	C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	32	652	559	16	25	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	34	701	601	17	27	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	618				1380	610
vC1, stage 1 conf vol					610	
vC2, stage 2 conf vol					770	
vCu, unblocked vol	618				1380	610
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				93	95
cM capacity (veh/h)	962				366	498

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	735	618	49
Volume Left	34	0	27
Volume Right	0	17	23
cSH	962	1700	417
Volume to Capacity	0.04	0.36	0.12
Queue Length 95th (ft)	3	0	10
Control Delay (s)	0.9	0.0	14.8
Lane LOS	A		B
Approach Delay (s)	0.9	0.0	14.8
Approach LOS			B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

Year 2020 Cumulative Conditions With Project

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

Scenario Report

Scenario:	excp am
Command:	excp am
Volume:	excp am
Geometry:	future wp am
Impact Fee:	Default Impact Fee
Trip Generation:	am
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	excp am

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	E	xxxxx	0.979	E	xxxxx	0.996	+ 0.017
# 2 I-110 NB Ramps / El Segundo Bl	C	xxxxx	0.762	C	xxxxx	0.795	+ 0.033
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.852	D	xxxxx	0.863	+ 0.011
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.554	A	xxxxx	0.566	+ 0.012
# 5 Main St / El Segundo Blvd	A	xxxxx	0.597	B	xxxxx	0.609	+ 0.012
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.527	A	xxxxx	0.538	+ 0.011
# 7 Avalon Blvd / El Segundo Blvd	B	xxxxx	0.628	B	xxxxx	0.661	+ 0.033
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.357	A	xxxxx	0.433	+ 0.075
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.771	D	xxxxx	0.830	+ 0.059
# 12 Avalon Blvd / 120th St	B	xxxxx	0.672	B	xxxxx	0.690	+ 0.017
# 14 Central Ave / 120th St	C	xxxxx	0.727	D	xxxxx	0.846	+ 0.119
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.761	C	xxxxx	0.789	+ 0.028
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.775	C	xxxxx	0.791	+ 0.016

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		477	1	742		0	531	446		311	1364	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	0	0		519	1	807		0	578	485		338	1483	0	
Added Vol:	0	0	0		9	0	0		0	7	0		4	3	0	
Cumulative:	0	0	0		11	0	0		0	12	0		14	7	0	
Initial Fut:	0	0	0		539	1	807		0	597	485		356	1493	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	0	0		599	1	897		0	663	539		396	1659	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		599	1	897		0	663	539		396	1659	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		599	1	897		0	663	539		396	1659	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.20	0.01	1.79		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1920	4	2876		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.31	0.31	0.31		0.00	0.21	0.34		0.25	0.35	0.00	
Crit Moves:					****						****		****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	634	0	187		0	0	0		0	756	258		127	1045	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	690	0	203		0	0	0		0	822	281		138	1137	0	
Added Vol:	0	0	9		0	0	0		0	16	0		4	7	0	
Cumulative:	0	0	18		0	0	0		0	23	0		12	21	0	
Initial Fut:	690	0	230		0	0	0		0	861	281		154	1165	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	733	0	245		0	0	0		0	916	298		164	1239	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	733	0	245		0	0	0		0	916	298		164	1239	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	733	0	245		0	0	0		0	916	298		164	1239	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.50	0.00	0.50		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2399	0	801		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.00	0.31		0.00	0.00	0.00		0.00	0.29	0.19		0.10	0.26	0.00	
OvlAdjV/S:											0.00					
Crit Moves:			****							****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	116	361	54		89	363	142		135	913	335		93	1320	127	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	126	393	59		97	395	154		147	993	364		101	1436	138	
Added Vol:	0	0	0		1	0	0		0	25	0		0	10	1	
Cumulative:	0	0	0		0	0	0		0	41	0		0	33	0	
Initial Fut:	126	393	59		98	395	154		147	1059	364		101	1479	139	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	153	475	71		118	477	187		178	1281	441		122	1788	168	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	475	71		118	477	187		178	1281	441		122	1788	168	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	153	475	71		118	477	187		178	1281	441		122	1788	168	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4387	413	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.15	0.04		0.07	0.15	0.12		0.11	0.40	0.28		0.08	0.41	0.41	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	207	17		36	221	92		50	528	96		94	1027	59	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	75	225	18		39	240	100		54	574	104		102	1117	64	
Added Vol:	0	0	0		3	0	0		0	27	0		0	11	1	
Cumulative:	0	6	0		0	3	0		0	41	0		0	33	0	
Initial Fut:	75	231	18		42	243	100		54	642	104		102	1161	65	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	85	261	21		48	275	113		61	725	118		115	1311	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	261	21		48	275	113		61	725	118		115	1311	74	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	85	261	21		48	275	113		61	725	118		115	1311	74	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.58	0.42		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4129	671		1600	4545	255	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.01		0.03	0.09	0.07		0.04	0.18	0.18		0.07	0.29	0.29	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	71	228	26		78	234	98		58	395	77		79	1023	65	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	77	248	28		85	254	107		63	430	84		86	1113	71	
Added Vol:	0	0	3		3	0	0		0	30	0		1	12	1	
Cumulative:	0	6	0		0	3	0		0	41	0		0	33	0	
Initial Fut:	77	254	31		88	257	107		63	501	84		87	1158	72	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	86	282	35		98	286	119		70	557	93		97	1287	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	86	282	35		98	286	119		70	557	93		97	1287	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	86	282	35		98	286	119		70	557	93		97	1287	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.41	0.59		1.00	2.57	0.43		1.00	2.83	0.17	
Final Sat.:	1600	3200	1600		1600	2263	937		1600	4112	688		1600	4520	280	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.02		0.06	0.13	0.13		0.04	0.14	0.14		0.06	0.28	0.28	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	86	121	24		46	124	130		56	324	50		29	856	34	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	94	132	26		50	135	141		61	352	54		32	931	37	
Added Vol:	0	0	3		3	0	0		0	36	0		1	14	1	
Cumulative:	0	0	0		0	0	0		0	41	0		0	33	0	
Initial Fut:	94	132	29		53	135	141		61	429	54		33	978	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	103	145	32		59	149	156		67	474	60		36	1080	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	145	32		59	149	156		67	474	60		36	1080	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	145	32		59	149	156		67	474	60		36	1080	42	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.64	0.36		1.00	1.00	1.00		1.00	2.66	0.34		1.00	2.89	0.11	
Final Sat.:	1600	2620	580		1600	1600	1600		1600	4260	540		1600	4621	179	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.04	0.09	0.10		0.04	0.11	0.11		0.02	0.23	0.23	
Crit Moves:	****						****		****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	63	394	79		92	427	107		107	285	71		101	828	124	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	69	429	86		100	464	116		116	310	77		110	901	135	
Added Vol:	0	2	10		14	1	3		5	36	0		4	14	5	
Cumulative:	0	17	6		1	7	0		0	41	0		3	33	3	
Initial Fut:	69	448	102		115	472	119		121	387	77		117	948	143	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	75	487	111		125	515	130		132	421	84		127	1032	156	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	487	111		125	515	130		132	421	84		127	1032	156	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	75	487	111		125	515	130		132	421	84		127	1032	156	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.50	0.50		1.00	2.61	0.39	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4001	799		1600	4171	629	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.15	0.07		0.08	0.16	0.08		0.08	0.11	0.11		0.08	0.25	0.25	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	24	0	14		0	0	0		0	406	20		11	961	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	26	0	15		0	0	0		0	442	22		12	1045	0	
Added Vol:	0	3	0		18	2	19		32	28	0		0	3	32	
Cumulative:	21	0	23		0	0	0		0	40	7		8	17	0	
Initial Fut:	47	3	38		18	2	19		32	510	29		20	1065	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	50	3	40		19	2	20		34	538	30		21	1125	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	3	40		19	2	20		34	538	30		21	1125	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	50	3	40		19	2	20		34	538	30		21	1125	34	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.54	0.03	0.43		0.90	0.10	1.00		1.00	2.84	0.16		1.00	2.91	0.09	
Final Sat.:	853	54	692		1440	160	1600		1600	4544	256		1600	4660	140	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.06		0.01	0.01	0.01		0.02	0.12	0.12		0.01	0.24	0.24	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	128	519	89		46	476	188		118	274	47		107	881	67	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	139	564	97		50	518	204		128	298	51		116	958	73	
Added Vol:	15	0	0		0	0	31		10	6	6		0	15	0	
Cumulative:	0	40	1		0	16	10		40	24	0		1	15	1	
Initial Fut:	154	604	98		50	534	245		178	328	57		117	988	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	165	646	104		53	570	262		191	350	61		125	1056	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	165	646	104		53	570	262		191	350	61		125	1056	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	165	646	104		53	570	262		191	350	61		125	1056	79	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.20	0.07		0.03	0.18	0.16		0.12	0.11	0.04		0.08	0.33	0.05	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	45	432	105		59	544	44		60	237	47		123	341	81	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	49	470	114		64	592	48		65	258	51		134	371	88	
Added Vol:	2	3	4		3	8	0		0	3	6		6	2	2	
Cumulative:	0	3	18		18	1	0		0	39	0		8	16	8	
Initial Fut:	51	476	136		85	601	48		65	300	57		148	389	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	58	541	155		97	683	54		74	341	65		168	442	112	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	541	155		97	683	54		74	341	65		168	442	112	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	58	541	155		97	683	54		74	341	65		168	442	112	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.85	0.15		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	2964	236		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.17	0.10		0.06	0.23	0.23		0.05	0.21	0.04		0.11	0.28	0.07	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	63	611	78		158	576	80		108	301	27		88	401	137	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	69	665	85		172	626	87		117	327	29		96	436	149	
Added Vol:	0	8	2		0	24	9		5	2	0		6	3	0	
Cumulative:	0	19	77		120	6	0		0	87	0		29	38	50	
Initial Fut:	69	692	164		292	656	96		122	416	29		131	477	199	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84	
PHF Volume:	82	826	196		349	784	115		146	497	35		156	570	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	826	196		349	784	115		146	497	35		156	570	238	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	82	826	196		349	784	115		146	497	35		156	570	238	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.87	0.13		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2989	211		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.26	0.12		0.22	0.25	0.07		0.09	0.17	0.17		0.10	0.18	0.15	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10		5	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	647	321		501	553	0		546	1	351		0	0	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	704	349		545	601	0		594	1	382		0	0	0	
Added Vol:	0	10	4		0	23	0		0	0	10		0	0	0	
Cumulative:	0	53	8		0	35	0		0	0	79		0	0	0	
Initial Fut:	0	767	361		545	659	0		594	1	471		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	829	391		589	713	0		642	1	509		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	829	391		589	713	0		642	1	509		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	829	391		589	713	0		642	1	509		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		2.00	2.00	0.00		1.67	0.01	1.32		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		2880	3200	0		2675	5	2120		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.24		0.20	0.22	0.00		0.24	0.24	0.24		0.00	0.00	0.00	
Crit Moves:			****		****					****						

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	288	903	0	0	891	597	0	0	0	165	0	358				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	313	982	0	0	969	649	0	0	0	179	0	389				
Added Vol:	4	5	0	0	13	0	0	0	0	10	0	0				
Cumulative:	39	17	0	0	32	0	0	0	0	3	0	0				
Initial Fut:	356	1004	0	0	1014	649	0	0	0	192	0	389				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	378	1066	0	0	1077	689	0	0	0	204	0	413				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	378	1066	0	0	1077	689	0	0	0	204	0	413				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	378	1066	0	0	1077	689	0	0	0	204	0	413				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.33	0.00	0.00	0.34	0.43	0.00	0.00	0.00	0.13	0.00	0.13				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

Scenario Report

Scenario:	excp pm
Command:	excp pm
Volume:	excp pm
Geometry:	future wp pm
Impact Fee:	Default Impact Fee
Trip Generation:	pm
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	excp pm

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	D	xxxxx	0.816	D	xxxxx	0.857	+ 0.040
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.873	E	xxxxx	0.929	+ 0.057
# 3 Figueroa St / El Segundo Blvd	C	xxxxx	0.749	C	xxxxx	0.787	+ 0.038
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.566	A	xxxxx	0.597	+ 0.031
# 5 Main St / El Segundo Blvd	B	xxxxx	0.652	B	xxxxx	0.690	+ 0.037
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.574	B	xxxxx	0.609	+ 0.034
# 7 Avalon Blvd / El Segundo Blvd	C	xxxxx	0.787	D	xxxxx	0.860	+ 0.073
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.490	B	xxxxx	0.604	+ 0.114
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.838	D	xxxxx	0.865	+ 0.026
# 12 Avalon Blvd / 120th St	C	xxxxx	0.709	C	xxxxx	0.753	+ 0.044
# 14 Central Ave / 120th St	B	xxxxx	0.660	D	xxxxx	0.830	+ 0.170
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.771	D	xxxxx	0.804	+ 0.034
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.738	D	xxxxx	0.806	+ 0.068

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Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	10	0	10	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0	416	0	368	0	1201	599	183	706	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	0	0	0	452	0	400	0	1306	651	199	768	0				
Added Vol:	0	0	0	24	0	0	0	20	0	18	15	0				
Cumulative:	0	0	0	14	0	0	0	11	0	23	17	0				
Initial Fut:	0	0	0	490	0	400	0	1337	651	240	800	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	0	0	0	495	0	404	0	1349	657	242	807	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	495	0	404	0	1349	657	242	807	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	495	0	404	0	1349	657	242	807	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.65	xxxx	1.35	0.00	2.02	0.98	1.00	3.00	0.00				
Final Sat.:	0	0	0	2643	0	2157	0	3228	1572	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.42	0.42	0.15	0.17	0.00				
Crit Moves:						****		****		****						

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10	0	0	0	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	258	0	225	0	0	0	0	1211	436	269	656	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	281	0	245	0	0	0	0	1317	474	293	713	0				
Added Vol:	0	0	24	0	0	0	0	43	0	18	34	0				
Cumulative:	0	0	18	0	0	0	0	25	0	13	40	0				
Initial Fut:	281	0	287	0	0	0	0	1385	474	324	787	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	286	0	292	0	0	0	0	1410	483	329	802	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	286	0	292	0	0	0	0	1410	483	329	802	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	286	0	292	0	0	0	0	1410	483	329	802	0				
OvlAdjVol:									191							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00				
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.44	0.30	0.21	0.17	0.00				
OvlAdjV/S:									0.12							
Crit Moves:			****					****		****						

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	160	502	137		77	291	90		122	1137	136		36	726	96	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	174	546	149		84	316	98		133	1237	148		39	790	104	
Added Vol:	0	0	0		4	0	0		0	67	0		0	52	3	
Cumulative:	0	0	0		0	0	0		0	43	0		0	54	0	
Initial Fut:	174	546	149		88	316	98		133	1347	148		39	896	107	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	178	559	153		90	324	100		136	1380	152		40	918	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	178	559	153		90	324	100		136	1380	152		40	918	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	178	559	153		90	324	100		136	1380	152		40	918	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.68	0.32	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4286	514	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.17	0.10		0.06	0.10	0.06		0.08	0.43	0.09		0.03	0.21	0.21	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	103	297	111		78	151	72		103	1182	40		23	677	82	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	112	323	121		85	164	78		112	1286	44		25	736	89	
Added Vol:	0	0	0		8	0	0		0	71	0		0	55	6	
Cumulative:	0	4	0		0	7	0		0	43	0		0	54	0	
Initial Fut:	112	327	121		93	171	78		112	1400	44		25	845	95	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	117	341	126		97	179	82		117	1461	45		26	882	99	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	117	341	126		97	179	82		117	1461	45		26	882	99	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	117	341	126		97	179	82		117	1461	45		26	882	99	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.91	0.09		1.00	2.70	0.30	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4655	145		1600	4314	486	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.11	0.08		0.06	0.06	0.05		0.07	0.31	0.31		0.02	0.20	0.20	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	104	377	90		98	175	52		109	1227	60		52	597	50	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	113	410	98		107	190	57		119	1334	65		57	649	54	
Added Vol:	0	0	8		8	0	0		0	79	0		6	61	6	
Cumulative:	0	4	0		0	7	0		0	43	0		0	54	0	
Initial Fut:	113	414	106		115	197	57		119	1456	65		63	764	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	120	438	112		121	209	60		125	1541	69		66	809	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	438	112		121	209	60		125	1541	69		66	809	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	120	438	112		121	209	60		125	1541	69		66	809	64	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.55	0.45		1.00	2.87	0.13		1.00	2.78	0.22	
Final Sat.:	1600	3200	1600		1600	2487	713		1600	4594	206		1600	4449	351	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.07		0.08	0.08	0.08		0.08	0.34	0.34		0.04	0.18	0.18	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	77	208	44		64	142	80		105	1266	72		27	575	74	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	84	226	48		70	154	87		114	1377	78		29	625	80	
Added Vol:	0	0	8		8	0	0		0	95	0		6	73	6	
Cumulative:	0	0	0		0	0	0		0	43	0		0	54	0	
Initial Fut:	84	226	56		78	154	87		114	1515	78		35	752	86	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	88	239	59		82	163	92		121	1600	83		37	794	91	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	88	239	59		82	163	92		121	1600	83		37	794	91	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	88	239	59		82	163	92		121	1600	83		37	794	91	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.60	0.40		1.00	1.28	0.72		1.00	2.85	0.15		1.00	2.69	0.31	
Final Sat.:	1600	2566	634		1600	2047	1153		1600	4564	236		1600	4305	495	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.09		0.05	0.08	0.08		0.08	0.35	0.35		0.02	0.18	0.18	
Crit Moves:	****					****				****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	115	614	148		149	440	80		119	1133	113		102	486	109	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	125	668	161		162	479	87		129	1232	123		111	529	119	
Added Vol:	0	8	24		28	5	15		23	88	0		19	71	24	
Cumulative:	0	11	6		3	21	0		0	43	0		9	54	2	
Initial Fut:	125	687	191		193	505	102		152	1363	123		139	654	145	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	130	713	198		200	524	106		158	1416	128		144	679	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	713	198		200	524	106		158	1416	128		144	679	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	130	713	198		200	524	106		158	1416	128		144	679	150	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.75	0.25		1.00	2.46	0.54	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4403	397		1600	3931	869	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.22	0.12		0.13	0.16	0.07		0.10	0.32	0.32		0.09	0.17	0.17	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	13	0	13		0	0	0		0	1464	48		19	678	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	14	0	14		0	0	0		0	1592	52		21	737	0	
Added Vol:	0	12	0		88	8	89		135	4	0		0	25	134	
Cumulative:	14	0	15		0	0	0		0	28	24		27	51	0	
Initial Fut:	28	12	29		88	8	89		135	1624	76		48	813	134	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	29	13	30		92	8	93		141	1697	80		50	850	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	13	30		92	8	93		141	1697	80		50	850	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	29	13	30		92	8	93		141	1697	80		50	850	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.41	0.17	0.42		0.92	0.08	1.00		1.00	2.87	0.13		1.00	2.58	0.42	
Final Sat.:	650	277	673		1467	133	1600		1600	4585	215		1600	4121	679	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.05	0.05		0.06	0.06	0.06		0.09	0.37	0.37		0.03	0.21	0.21	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	92	592	180		162	618	125		229	994	155		116	460	74	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	100	644	196		176	672	136		249	1081	169		126	500	80	
Added Vol:	39	0	0		0	0	60		53	31	31		0	39	0	
Cumulative:	0	28	3		1	50	35		26	18	0		2	44	0	
Initial Fut:	139	672	199		177	722	231		328	1130	200		128	583	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	141	681	202		180	732	234		333	1146	202		130	592	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	141	681	202		180	732	234		333	1146	202		130	592	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	141	681	202		180	732	234		333	1146	202		130	592	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.21	0.13		0.11	0.23	0.15		0.21	0.36	0.13		0.08	0.18	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	61	637	114		88	463	29		85	361	60		99	357	70	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	66	693	124		96	504	32		92	393	65		108	388	76	
Added Vol:	11	14	20		12	16	0		0	12	12		24	8	8	
Cumulative:	0	2	13		12	3	0		0	25	0		23	48	23	
Initial Fut:	77	709	157		120	523	32		92	430	77		155	444	107	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	80	733	162		124	540	33		96	444	80		160	459	111	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	733	162		124	540	33		96	444	80		160	459	111	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	80	733	162		124	540	33		96	444	80		160	459	111	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.89	0.11		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3018	182		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.23	0.10		0.08	0.18	0.18		0.06	0.28	0.05		0.10	0.29	0.07	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	63	755	91	162	768	112	123	358	80	54	202	138				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	69	821	99	176	835	122	134	389	87	59	220	150				
Added Vol:	0	43	11	0	48	39	26	8	0	12	12	0				
Cumulative:	0	12	52	78	21	0	0	61	0	83	113	149				
Initial Fut:	69	876	162	254	904	161	160	458	87	154	345	299				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	69	889	164	258	917	163	162	465	88	156	350	303				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	69	889	164	258	917	163	162	465	88	156	350	303				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	69	889	164	258	917	163	162	465	88	156	350	303				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2689	511	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.28	0.10	0.16	0.29	0.10	0.10	0.17	0.17	0.10	0.11	0.19				
Crit Moves:		****		****			****					****				

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	756	337	440	736	0	507	222	395	0	0	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	0	822	367	479	800	0	551	241	430	0	0	0				
Added Vol:	0	49	19	0	59	0	0	0	28	0	0	0				
Cumulative:	0	141	5	0	34	0	0	0	56	0	0	0				
Initial Fut:	0	1012	391	479	893	0	551	241	514	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	0	1045	403	494	922	0	569	249	530	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1045	403	494	922	0	569	249	530	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1045	403	494	922	0	569	249	530	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.27	0.55	1.18	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2026	887	1887	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.25	0.17	0.29	0.00	0.28	0.28	0.28	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	304	939	0	0	910	417	0	0	0	276	0	569				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	331	1021	0	0	990	454	0	0	0	300	0	619				
Added Vol:	21	27	0	0	35	0	0	0	0	24	0	0				
Cumulative:	100	41	0	0	25	0	0	0	0	9	0	0				
Initial Fut:	452	1089	0	0	1050	454	0	0	0	333	0	619				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	467	1125	0	0	1084	469	0	0	0	344	0	639				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	467	1125	0	0	1084	469	0	0	0	344	0	639				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	467	1125	0	0	1084	469	0	0	0	344	0	639				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.05	xxxx	1.95				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1680	0	3120				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.35	0.00	0.00	0.34	0.29	0.00	0.00	0.00	0.20	0.00	0.20				
Crit Moves:	****				****							****				

Unsignalized Intersections (HCM)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	540	8	8	1226	33	15	0	8	7	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	32	600	9	9	1362	37	17	0	9	8	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1399			609			1141	2086	204	1663	2072	472
vC1, stage 1 conf vol							669	669		1398	1398	
vC2, stage 2 conf vol							472	1417		264	673	
vCu, unblocked vol	1399			609			1141	2086	204	1663	2072	472
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			99			95	100	99	95	100	99
cM capacity (veh/h)	484			966			327	155	802	142	182	538

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	182	300	159	349	681	377	26	11
Volume Left	32	0	0	9	0	0	17	8
Volume Right	0	0	9	0	0	37	9	3
cSH	484	1700	1700	966	1700	1700	411	182
Volume to Capacity	0.07	0.18	0.09	0.01	0.40	0.22	0.06	0.06
Queue Length 95th (ft)	5	0	0	1	0	0	5	5
Control Delay (s)	3.1	0.0	0.0	0.3	0.0	0.0	14.3	26.1
Lane LOS	A			A			B	D
Approach Delay (s)	0.9			0.1			14.3	26.1
Approach LOS							B	D

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	371	7	7	387	5	4	1	4	16	1	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	391	7	7	407	5	4	1	4	17	1	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	413			398			834	836	394	838	837	410
vC1, stage 1 conf vol							409	409		425	425	
vC2, stage 2 conf vol							425	427		414	413	
vCu, unblocked vol	413			398			834	836	394	838	837	410
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	99	97	100	97
cM capacity (veh/h)	1146			1161			476	477	655	486	477	646

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	405	420	9	39
Volume Left	7	7	4	17
Volume Right	7	5	4	21
cSH	1146	1161	542	561
Volume to Capacity	0.01	0.01	0.02	0.07
Queue Length 95th (ft)	0	0	1	6
Control Delay (s)	0.2	0.2	11.8	11.9
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.2	11.8	11.9
Approach LOS			B	B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	3	3	706	5	5	704
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	3	3	776	5	5	774
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1176	391			781	
vC1, stage 1 conf vol	779					
vC2, stage 2 conf vol	398					
vCu, unblocked vol	1176	391			781	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	371	608			832	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	7	517	264	263	516
Volume Left	3	0	0	5	0
Volume Right	3	0	5	0	0
cSH	461	1700	1700	832	1700
Volume to Capacity	0.01	0.30	0.16	0.01	0.30
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	12.9	0.0	0.0	0.3	0.0
Lane LOS	B			A	
Approach Delay (s)	12.9	0.0		0.1	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	1659	13	7	989	7	7	0	10	29	1	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	9	1710	13	7	1020	7	7	0	10	30	1	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1027			1724			2090	2777	577	1626	2780	343
vC1, stage 1 conf vol							1736	1736		1038	1038	
vC2, stage 2 conf vol							355	1041		589	1742	
vCu, unblocked vol	1027			1724			2090	2777	577	1626	2780	343
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			92	100	98	86	99	95
cM capacity (veh/h)	672			363			88	123	462	215	117	655

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	437	855	441	262	510	262	18	62
Volume Left	9	0	0	7	0	0	7	30
Volume Right	0	0	13	0	0	7	10	31
cSH	672	1700	1700	363	1700	1700	168	317
Volume to Capacity	0.01	0.50	0.26	0.02	0.30	0.15	0.10	0.20
Queue Length 95th (ft)	1	0	0	2	0	0	9	18
Control Delay (s)	0.4	0.0	0.0	0.8	0.0	0.0	29.0	19.1
Lane LOS	A			A			D	C
Approach Delay (s)	0.1			0.2			29.0	19.1
Approach LOS							D	C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	665	31	31	578	16	20	1	20	25	1	21
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	34	715	33	33	622	17	22	1	22	27	1	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	639			748			1498	1506	732	1519	1514	630
vC1, stage 1 conf vol							801	801		697	697	
vC2, stage 2 conf vol							697	705		823	817	
vCu, unblocked vol	639			748			1498	1506	732	1519	1514	630
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			96			92	100	95	89	100	95
cM capacity (veh/h)	945			860			265	287	421	254	281	485

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	783	672	44	51
Volume Left	34	33	22	27
Volume Right	33	17	22	23
cSH	945	860	324	323
Volume to Capacity	0.04	0.04	0.14	0.16
Queue Length 95th (ft)	3	3	12	14
Control Delay (s)	1.0	1.0	17.8	18.2
Lane LOS	A	A	C	C
Approach Delay (s)	1.0	1.0	17.8	18.2
Approach LOS			C	C

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	13	961	23	19	785
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	16	14	1001	24	20	818
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1461	512			1025	
vC1, stage 1 conf vol	1013					
vC2, stage 2 conf vol	448					
vCu, unblocked vol	1461	512			1025	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	97			97	
cM capacity (veh/h)	284	507			673	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	29	667	358	292	545
Volume Left	16	0	0	20	0
Volume Right	14	0	24	0	0
cSH	357	1700	1700	673	1700
Volume to Capacity	0.08	0.39	0.21	0.03	0.32
Queue Length 95th (ft)	7	0	0	2	0
Control Delay (s)	16.0	0.0	0.0	1.1	0.0
Lane LOS	C			A	
Approach Delay (s)	16.0	0.0		0.4	
Approach LOS	C				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX F

Horizon Year 2035 Conditions
ICU and HCM Analysis Worksheets

Horizon Year 2035 Conditions Without Project

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

Scenario Report

Scenario:	2035 np am
Command:	2035 np am
Volume:	2035np am
Geometry:	future np am
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	2035 np am

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	F	xxxxx	1.023	F	xxxxx	1.023	+ 0.000
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.885	D	xxxxx	0.885	+ 0.000
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000
# 5 Main St / El Segundo Blvd	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000
# 7 Avalon Blvd / El Segundo Blvd	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.399	A	xxxxx	0.399	+ 0.000
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000
# 12 Avalon Blvd / 120th St	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000
# 14 Central Ave / 120th St	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000
# 15 Central Ave / I-105 EB Ramps	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000
# 16 Central Ave / I-105 WB Ramps	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.023
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		530	1	807		0	590	485		352	1490	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		549	1	836		0	611	502		365	1544	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		549	1	836		0	611	502		365	1544	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	0	0		610	1	929		0	679	558		405	1715	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		610	1	929		0	679	558		405	1715	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		610	1	929		0	679	558		405	1715	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.18	0.01	1.81		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1901	4	2895		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.32	0.32	0.32		0.00	0.21	0.35		0.25	0.36	0.00	
Crit Moves:						****					****		****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	690	0	221		0	0	0		0	845	281		150	1158	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	715	0	229		0	0	0		0	875	291		155	1200	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	715	0	229		0	0	0		0	875	291		155	1200	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	760	0	244		0	0	0		0	931	310		165	1276	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	760	0	244		0	0	0		0	931	310		165	1276	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	760	0	244		0	0	0		0	931	310		165	1276	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.51	0.00	0.49		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2424	0	776		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.00	0.31		0.00	0.00	0.00		0.00	0.29	0.19		0.10	0.27	0.00	
OvlAdjV/S:											0.00					
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	126	393	59		97	395	154		147	1034	364		101	1469	138	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	131	407	61		100	409	160		152	1071	377		105	1522	143	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	131	407	61		100	409	160		152	1071	377		105	1522	143	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	157	491	74		121	493	192		183	1291	454		126	1834	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	157	491	74		121	493	192		183	1291	454		126	1834	172	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	157	491	74		121	493	192		183	1291	454		126	1834	172	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4388	412	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.15	0.05		0.08	0.15	0.12		0.11	0.40	0.28		0.08	0.42	0.42	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	75	231	18		39	243	100		54	615	104		102	1150	64	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	78	239	19		40	252	104		56	637	108		106	1191	66	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	78	239	19		40	252	104		56	637	108		106	1191	66	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	87	269	21		45	283	116		63	716	121		119	1339	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	269	21		45	283	116		63	716	121		119	1339	74	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	87	269	21		45	283	116		63	716	121		119	1339	74	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.57	0.43		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4106	694		1600	4547	253	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.01		0.03	0.09	0.07		0.04	0.17	0.17		0.07	0.29	0.29	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	77	254	28		85	257	107		63	471	84		86	1146	71	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	80	263	29		88	266	111		65	488	87		89	1187	74	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	80	263	29		88	266	111		65	488	87		89	1187	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	89	292	32		98	296	123		73	542	97		99	1319	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	292	32		98	296	123		73	542	97		99	1319	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	89	292	32		98	296	123		73	542	97		99	1319	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.41	0.59		1.00	2.55	0.45		1.00	2.82	0.18	
Final Sat.:	1600	3200	1600		1600	2259	941		1600	4074	726		1600	4520	280	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.02		0.06	0.13	0.13		0.05	0.13	0.13		0.06	0.29	0.29	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	94	132	26		50	135	141		61	393	54		32	964	37	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	97	137	27		52	140	146		63	407	56		33	999	38	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	97	137	27		52	140	146		63	407	56		33	999	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	107	150	30		57	154	161		69	447	61		36	1097	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	150	30		57	154	161		69	447	61		36	1097	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	107	150	30		57	154	161		69	447	61		36	1097	42	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.67	0.33		1.00	1.00	1.00		1.00	2.64	0.36		1.00	2.89	0.11	
Final Sat.:	1600	2673	527		1600	1600	1600		1600	4220	580		1600	4623	177	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.06	0.06		0.04	0.10	0.10		0.04	0.11	0.11		0.02	0.24	0.24	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	446	92		101	471	116		116	351	77		113	934	138	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	71	462	95		105	488	120		120	364	80		117	968	143	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	462	95		105	488	120		120	364	80		117	968	143	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	78	502	104		114	530	131		131	395	87		127	1052	155	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	502	104		114	530	131		131	395	87		127	1052	155	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	78	502	104		114	530	131		131	395	87		127	1052	155	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.46	0.54		1.00	2.61	0.39	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3936	864		1600	4182	618	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.06		0.07	0.17	0.08		0.08	0.10	0.10		0.08	0.25	0.25	
Crit Moves:		****				****				****				****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	47	0	38		0	0	0		0	482	29		20	1062	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	49	0	39		0	0	0		0	499	30		21	1100	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	49	0	39		0	0	0		0	499	30		21	1100	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	51	0	41		0	0	0		0	526	32		22	1158	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	0	41		0	0	0		0	526	32		22	1158	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	51	0	41		0	0	0		0	526	32		22	1158	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.55	0.00	0.45		0.00	0.00	0.00		0.00	2.83	0.17		1.00	3.00	0.00	
Final Sat.:	885	0	715		0	0	0		0	4528	272		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.06		0.00	0.00	0.00		0.00	0.12	0.12		0.01	0.24	0.00	
Crit Moves:			****						****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	139	604	98		50	534	214		168	322	51		117	973	74	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	144	626	102		52	553	222		174	334	53		121	1008	77	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	144	626	102		52	553	222		174	334	53		121	1008	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	153	666	108		55	589	236		185	355	56		129	1072	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	666	108		55	589	236		185	355	56		129	1072	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	153	666	108		55	589	236		185	355	56		129	1072	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.21	0.07		0.03	0.18	0.15		0.12	0.11	0.04		0.08	0.34	0.05	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	49	473	132		82	593	48		65	297	51		142	387	96	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	51	490	137		85	614	50		67	308	53		147	401	99	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	51	490	137		85	614	50		67	308	53		147	401	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	58	557	155		97	698	57		77	350	60		167	456	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	557	155		97	698	57		77	350	60		167	456	113	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	58	557	155		97	698	57		77	350	60		167	456	113	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.85	0.15		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	2960	240		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.17	0.10		0.06	0.24	0.24		0.05	0.22	0.04		0.10	0.28	0.07	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	69	684	162	292	632	87	117	414	29	125	474	199				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	71	709	168	303	655	90	121	429	30	130	491	206				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	71	709	168	303	655	90	121	429	30	130	491	206				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84				
PHF Volume:	85	844	200	360	779	107	144	511	36	154	585	245				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	85	844	200	360	779	107	144	511	36	154	585	245				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	85	844	200	360	779	107	144	511	36	154	585	245				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2991	209	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.26	0.12	0.23	0.24	0.07	0.09	0.17	0.17	0.10	0.18	0.15				
Crit Moves:		****		****			****				****					

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	757	357	545	636	0	594	1	461	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	784	370	565	659	0	615	1	478	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	784	370	565	659	0	615	1	478	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	0	843	398	607	708	0	662	1	514	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	843	398	607	708	0	662	1	514	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	843	398	607	708	0	662	1	514	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.68	0.01	1.31	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2700	5	2095	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.25	0.21	0.22	0.00	0.25	0.25	0.25	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	352	999	0	0	1001	649	0	0	0	182	0	389				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	365	1035	0	0	1037	672	0	0	0	189	0	403				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	365	1035	0	0	1037	672	0	0	0	189	0	403				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	388	1101	0	0	1103	715	0	0	0	201	0	429				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	388	1101	0	0	1103	715	0	0	0	201	0	429				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	388	1101	0	0	1103	715	0	0	0	201	0	429				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.34	0.00	0.00	0.34	0.45	0.00	0.00	0.00	0.13	0.00	0.13				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

Scenario Report

Scenario:	2035 np pm
Command:	2035 np pm
Volume:	2035np pm
Geometry:	future np pm
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	2035 np pm

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000
# 2 I-110 NB Ramps / El Segundo Bl	E	xxxxx	0.925	E	xxxxx	0.925	+ 0.000
# 3 Figueroa St / El Segundo Blvd	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000
# 5 Main St / El Segundo Blvd	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000
# 7 Avalon Blvd / El Segundo Blvd	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000
# 12 Avalon Blvd / 120th St	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000
# 14 Central Ave / 120th St	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000
# 15 Central Ave / I-105 EB Ramps	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000
# 16 Central Ave / I-105 WB Ramps	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000

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Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	10	0	10	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0	466	0	400	0	1317	651	222	785	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	0	0	483	0	414	0	1364	674	230	813	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	483	0	414	0	1364	674	230	813	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	0	0	0	488	0	419	0	1378	681	232	821	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	488	0	419	0	1378	681	232	821	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	488	0	419	0	1378	681	232	821	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.61	xxxx	1.39	0.00	2.01	0.99	1.00	3.00	0.00				
Final Sat.:	0	0	0	2583	0	2217	0	3212	1588	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.43	0.43	0.15	0.17	0.00				
Crit Moves:						****		****		****						

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10	0	0	0	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	281	0	263	0	0	0	0	1342	474	306	753	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	291	0	272	0	0	0	0	1390	491	317	780	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	291	0	272	0	0	0	0	1390	491	317	780	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	297	0	278	0	0	0	0	1419	501	323	796	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	297	0	278	0	0	0	0	1419	501	323	796	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	297	0	278	0	0	0	0	1419	501	323	796	0				
OvlAdjVol:									214							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.03	0.01	0.96	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00				
Final Sat.:	1653	0	1547	0	0	0	0	3200	1600	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.44	0.31	0.20	0.17	0.00				
OvlAdjV/S:									0.13							
Crit Moves:	****							****		****						

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	174	546	149		84	316	98		133	1280	148		39	844	104	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	180	566	154		87	327	102		138	1326	153		40	874	108	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	180	566	154		87	327	102		138	1326	153		40	874	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	184	577	158		89	334	104		141	1353	156		41	892	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	184	577	158		89	334	104		141	1353	156		41	892	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	184	577	158		89	334	104		141	1353	156		41	892	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.67	0.33	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4273	527	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.18	0.10		0.06	0.10	0.06		0.09	0.42	0.10		0.03	0.21	0.21	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	112	327	121		85	171	78		112	1329	44		25	790	89	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	116	339	125		88	177	81		116	1377	46		26	818	92	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	339	125		88	177	81		116	1377	46		26	818	92	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	121	353	131		92	185	84		121	1434	47		27	853	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	121	353	131		92	185	84		121	1434	47		27	853	96	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	121	353	131		92	185	84		121	1434	47		27	853	96	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.90	0.10		1.00	2.70	0.30	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4646	154		1600	4314	486	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.11	0.08		0.06	0.06	0.05		0.08	0.31	0.31		0.02	0.20	0.20	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	113	414	98		107	197	57		119	1377	65		57	703	54	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	117	429	102		111	204	59		123	1427	67		59	728	56	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	117	429	102		111	204	59		123	1427	67		59	728	56	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	123	451	107		117	215	62		130	1502	71		62	767	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	451	107		117	215	62		130	1502	71		62	767	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	123	451	107		117	215	62		130	1502	71		62	767	59	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.55	0.45		1.00	2.86	0.14		1.00	2.79	0.21	
Final Sat.:	1600	3200	1600		1600	2482	718		1600	4584	216		1600	4458	342	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.14	0.07		0.07	0.09	0.09		0.08	0.33	0.33		0.04	0.17	0.17	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	84	226	48		70	154	87		114	1420	78		29	679	80	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	87	234	50		73	160	90		118	1471	81		30	703	83	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	87	234	50		73	160	90		118	1471	81		30	703	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	92	246	52		76	168	95		124	1549	85		32	740	87	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	246	52		76	168	95		124	1549	85		32	740	87	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	246	52		76	168	95		124	1549	85		32	740	87	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.65	0.35		1.00	1.28	0.72		1.00	2.84	0.16		1.00	2.68	0.32	
Final Sat.:	1600	2639	561		1600	2045	1155		1600	4550	250		1600	4294	506	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.09		0.05	0.08	0.08		0.08	0.34	0.34		0.02	0.17	0.17	
Crit Moves:	****				****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	125	679	167		165	500	87		129	1275	123		120	583	121	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	130	703	173		171	518	90		134	1321	127		124	604	125	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	130	703	173		171	518	90		134	1321	127		124	604	125	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	135	733	180		178	540	94		139	1376	133		130	629	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	135	733	180		178	540	94		139	1376	133		130	629	131	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	135	733	180		178	540	94		139	1376	133		130	629	131	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26		1.00	2.48	0.52	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4378	422		1600	3975	825	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23	0.11		0.11	0.17	0.06		0.09	0.31	0.31		0.08	0.16	0.16	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	28	0	29		0	0	0		0	1620	76		48	788	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	29	0	30		0	0	0		0	1678	79		50	816	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	0	30		0	0	0		0	1678	79		50	816	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	30	0	31		0	0	0		0	1748	82		52	850	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	0	31		0	0	0		0	1748	82		52	850	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	30	0	31		0	0	0		0	1748	82		52	850	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.49	0.01	0.50		0.00	0.00	0.00		0.00	2.87	0.13		1.00	3.00	0.00	
Final Sat.:	786	0	814		0	0	0		0	4585	215		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.04		0.00	0.00	0.00		0.00	0.38	0.38		0.03	0.18	0.00	
Crit Moves:			****								****		****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	100	672	199		177	722	171		275	1099	169		128	544	80	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	104	696	206		183	748	177		285	1139	175		133	564	83	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	104	696	206		183	748	177		285	1139	175		133	564	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	105	703	208		185	756	179		288	1150	177		134	569	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	105	703	208		185	756	179		288	1150	177		134	569	84	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	105	703	208		185	756	179		288	1150	177		134	569	84	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.22	0.13		0.12	0.24	0.11		0.18	0.36	0.11		0.08	0.18	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	66	695	137		108	507	32		92	418	65		131	436	99	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	68	720	142		112	525	33		95	433	67		136	452	103	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	68	720	142		112	525	33		95	433	67		136	452	103	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	70	742	146		115	541	34		98	446	69		140	466	106	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	742	146		115	541	34		98	446	69		140	466	106	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	70	742	146		115	541	34		98	446	69		140	466	106	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.88	0.12		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3010	190		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.23	0.09		0.07	0.18	0.18		0.06	0.28	0.04		0.09	0.29	0.07	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	69	833	151	254	856	122	134	450	87	142	333	299				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	71	863	156	263	887	126	139	466	90	147	345	310				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	71	863	156	263	887	126	139	466	90	147	345	310				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	72	872	158	266	896	128	140	471	91	149	348	313				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	72	872	158	266	896	128	140	471	91	149	348	313				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	72	872	158	266	896	128	140	471	91	149	348	313				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2682	518	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.27	0.10	0.17	0.28	0.08	0.09	0.18	0.18	0.09	0.11	0.20				
Crit Moves:		****		****			****					****				

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	963	372	479	834	0	551	241	486	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	998	385	496	864	0	571	250	503	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	998	385	496	864	0	571	250	503	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	0	1029	397	512	891	0	588	257	519	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1029	397	512	891	0	588	257	519	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1029	397	512	891	0	588	257	519	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.29	0.57	1.14	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2069	905	1825	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.25	0.18	0.28	0.00	0.28	0.28	0.28	0.00	0.00	0.00				
Crit Moves:			****	****			****									

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	431	1062	0	0	1015	454	0	0	0	309	0	619				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	447	1100	0	0	1052	470	0	0	0	320	0	641				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	447	1100	0	0	1052	470	0	0	0	320	0	641				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	460	1134	0	0	1084	485	0	0	0	330	0	661				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	460	1134	0	0	1084	485	0	0	0	330	0	661				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	460	1134	0	0	1084	485	0	0	0	330	0	661				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.35	0.00	0.00	0.34	0.30	0.00	0.00	0.00	0.21	0.00	0.21				
Crit Moves:	****				****							****				

Unsignalized Intersections (HCM)

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	19	481	1208	48	24	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	22	547	1373	55	27	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1427				1625	485
vC1, stage 1 conf vol					1400	
vC2, stage 2 conf vol					225	
vCu, unblocked vol	1427				1625	485
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	95				86	96
cM capacity (veh/h)	472				190	534

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	131	219	219	549	549	329	48
Volume Left	22	0	0	0	0	0	27
Volume Right	0	0	0	0	0	55	20
cSH	472	1700	1700	1700	1700	1700	263
Volume to Capacity	0.05	0.13	0.13	0.32	0.32	0.19	0.18
Queue Length 95th (ft)	4	0	0	0	0	0	16
Control Delay (s)	2.7	0.0	0.0	0.0	0.0	0.0	21.7
Lane LOS	A						C
Approach Delay (s)	0.6			0.0			21.7
Approach LOS							C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	541	8	8	1237	4	16	0	8	3	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	601	9	9	1374	4	18	0	9	3	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1379			610			1084	2004	205	1597	2007	460
vC1, stage 1 conf vol							608	608		1394	1394	
vC2, stage 2 conf vol							476	1397		203	612	
vCu, unblocked vol	1379			610			1084	2004	205	1597	2007	460
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			95	100	99	98	100	100
cM capacity (veh/h)	493			965			370	187	802	143	188	548

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	151	301	159	352	687	348	27	3
Volume Left	1	0	0	9	0	0	18	3
Volume Right	0	0	9	0	0	4	9	0
cSH	493	1700	1700	965	1700	1700	451	143
Volume to Capacity	0.00	0.18	0.09	0.01	0.40	0.20	0.06	0.02
Queue Length 95th (ft)	0	0	0	1	0	0	5	2
Control Delay (s)	0.1	0.0	0.0	0.3	0.0	0.0	13.5	30.8
Lane LOS	A			A			B	D
Approach Delay (s)	0.0			0.1			13.5	30.8
Approach LOS							B	D

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	7	381	396	5	17	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	401	417	5	18	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	422				835	419
vC1, stage 1 conf vol					419	
vC2, stage 2 conf vol					416	
vCu, unblocked vol	422				835	419
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	97
cM capacity (veh/h)	1137				544	638

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	408	422	40
Volume Left	7	0	18
Volume Right	0	5	22
cSH	1137	1700	592
Volume to Capacity	0.01	0.25	0.07
Queue Length 95th (ft)	0	0	5
Control Delay (s)	0.2	0.0	11.5
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	11.5
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	47	1549	823	54	41	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	49	1631	866	57	43	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	923				1537	317
vC1, stage 1 conf vol					895	
vC2, stage 2 conf vol					642	
vCu, unblocked vol	923				1537	317
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	93				85	97
cM capacity (veh/h)	748				295	684

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	376	652	652	347	347	230	66
Volume Left	49	0	0	0	0	0	43
Volume Right	0	0	0	0	0	57	23
cSH	748	1700	1700	1700	1700	1700	368
Volume to Capacity	0.07	0.38	0.38	0.20	0.20	0.14	0.18
Queue Length 95th (ft)	5	0	0	0	0	0	16
Control Delay (s)	2.1	0.0	0.0	0.0	0.0	0.0	16.9
Lane LOS	A						C
Approach Delay (s)	0.5			0.0			16.9
Approach LOS							C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1628	13	7	886	2	7	0	10	2	1	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	5	1678	13	7	913	2	7	0	10	2	1	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	915			1692			2015	2625	566	1499	2631	305
vC1, stage 1 conf vol							1695	1695		929	929	
vC2, stage 2 conf vol							319	930		570	1702	
vCu, unblocked vol	915			1692			2015	2625	566	1499	2631	305
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			92	100	98	99	99	99
cM capacity (veh/h)	741			373			94	133	470	246	126	693

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	425	839	433	236	457	230	18	8
Volume Left	5	0	0	7	0	0	7	2
Volume Right	0	0	13	0	0	2	10	5
cSH	741	1700	1700	373	1700	1700	177	343
Volume to Capacity	0.01	0.49	0.25	0.02	0.27	0.14	0.10	0.02
Queue Length 95th (ft)	1	0	0	1	0	0	8	2
Control Delay (s)	0.2	0.0	0.0	0.8	0.0	0.0	27.5	15.7
Lane LOS	A			A			D	C
Approach Delay (s)	0.1			0.2			27.5	15.7
Approach LOS							D	C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	675	579	17	26	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	35	726	623	18	28	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	641				1428	632
vC1, stage 1 conf vol					632	
vC2, stage 2 conf vol					797	
vCu, unblocked vol	641				1428	632
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				92	95
cM capacity (veh/h)	943				354	484

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	761	641	52
Volume Left	35	0	28
Volume Right	0	18	24
cSH	943	1700	404
Volume to Capacity	0.04	0.38	0.13
Queue Length 95th (ft)	3	0	11
Control Delay (s)	1.0	0.0	15.2
Lane LOS	A		C
Approach Delay (s)	1.0	0.0	15.2
Approach LOS			C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

Horizon Year 2035 Conditions With Project

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

Scenario Report

Scenario:	2035 wp am
Command:	2035 wp am
Volume:	2035wp am
Geometry:	future wp am
Impact Fee:	Default Impact Fee
Trip Generation:	am
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	2035 wp am

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	F	xxxxx	1.023	F	xxxxx	1.028	+ 0.005
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.808	D	xxxxx	0.819	+ 0.011
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.885	D	xxxxx	0.888	+ 0.003
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.577	A	xxxxx	0.579	+ 0.003
# 5 Main St / El Segundo Blvd	B	xxxxx	0.624	B	xxxxx	0.627	+ 0.003
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.544	A	xxxxx	0.547	+ 0.003
# 7 Avalon Blvd / El Segundo Blvd	B	xxxxx	0.661	B	xxxxx	0.679	+ 0.018
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.399	A	xxxxx	0.442	+ 0.043
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.831	D	xxxxx	0.852	+ 0.022
# 12 Avalon Blvd / 120th St	C	xxxxx	0.704	C	xxxxx	0.710	+ 0.006
# 14 Central Ave / 120th St	D	xxxxx	0.862	D	xxxxx	0.869	+ 0.008
# 15 Central Ave / I-105 EB Ramps	D	xxxxx	0.804	D	xxxxx	0.809	+ 0.005
# 16 Central Ave / I-105 WB Ramps	D	xxxxx	0.816	D	xxxxx	0.817	+ 0.001

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.028
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		530	1	807		0	590	485		352	1490	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		549	1	836		0	611	502		365	1544	0	
Added Vol:	0	0	0		9	0	0		0	7	0		4	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		558	1	836		0	618	502		369	1547	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	0	0		620	1	929		0	687	558		410	1718	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		620	1	929		0	687	558		410	1718	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		620	1	929		0	687	558		410	1718	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.20	0.01	1.79		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1920	4	2876		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.32	0.32	0.32		0.00	0.21	0.35		0.26	0.36	0.00	
Crit Moves:							****				****		****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	690	0	221		0	0	0		0	845	281		150	1158	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	715	0	229		0	0	0		0	875	291		155	1200	0	
Added Vol:	0	0	9		0	0	0		0	16	0		4	7	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	715	0	238		0	0	0		0	891	291		159	1207	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	760	0	253		0	0	0		0	948	310		170	1284	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	760	0	253		0	0	0		0	948	310		170	1284	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	760	0	253		0	0	0		0	948	310		170	1284	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.50	0.00	0.50		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2401	0	799		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.32	0.00	0.32		0.00	0.00	0.00		0.00	0.30	0.19		0.11	0.27	0.00	
OvlAdjV/S:											0.00					
Crit Moves:	****									****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	126	393	59		97	395	154		147	1034	364		101	1469	138	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	131	407	61		100	409	160		152	1071	377		105	1522	143	
Added Vol:	0	0	0		1	0	0		0	25	0		0	10	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	131	407	61		101	409	160		152	1096	377		105	1532	144	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	157	491	74		122	493	192		183	1321	454		126	1846	173	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	157	491	74		122	493	192		183	1321	454		126	1846	173	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	157	491	74		122	493	192		183	1321	454		126	1846	173	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4388	412	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.15	0.05		0.08	0.15	0.12		0.11	0.41	0.28		0.08	0.42	0.42	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	75	231	18		39	243	100		54	615	104		102	1150	64	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	78	239	19		40	252	104		56	637	108		106	1191	66	
Added Vol:	0	0	0		3	0	0		0	27	0		0	11	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	78	239	19		43	252	104		56	664	108		106	1202	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	87	269	21		49	283	116		63	746	121		119	1351	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	269	21		49	283	116		63	746	121		119	1351	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	87	269	21		49	283	116		63	746	121		119	1351	76	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.58	0.42		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4130	670		1600	4546	254	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.01		0.03	0.09	0.07		0.04	0.18	0.18		0.07	0.30	0.30	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	77	254	28		85	257	107		63	471	84		86	1146	71	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	80	263	29		88	266	111		65	488	87		89	1187	74	
Added Vol:	0	0	3		3	0	0		0	30	0		1	12	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	80	263	32		91	266	111		65	518	87		90	1199	75	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	89	292	36		101	296	123		73	576	97		100	1333	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	292	36		101	296	123		73	576	97		100	1333	83	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	89	292	36		101	296	123		73	576	97		100	1333	83	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.41	0.59		1.00	2.57	0.43		1.00	2.82	0.18	
Final Sat.:	1600	3200	1600		1600	2259	941		1600	4110	690		1600	4519	281	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.02		0.06	0.13	0.13		0.05	0.14	0.14		0.06	0.29	0.29	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	94	132	26		50	135	141		61	393	54		32	964	37	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	97	137	27		52	140	146		63	407	56		33	999	38	
Added Vol:	0	0	3		3	0	0		0	36	0		1	14	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	97	137	30		55	140	146		63	443	56		34	1013	39	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	107	150	33		60	154	161		69	487	61		38	1113	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	150	33		60	154	161		69	487	61		38	1113	43	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	107	150	33		60	154	161		69	487	61		38	1113	43	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.64	0.36		1.00	1.00	1.00		1.00	2.66	0.34		1.00	2.89	0.11	
Final Sat.:	1600	2625	575		1600	1600	1600		1600	4262	538		1600	4621	179	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.06	0.06		0.04	0.10	0.10		0.04	0.11	0.11		0.02	0.24	0.24	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	446	92		101	471	116		116	351	77		113	934	138	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	71	462	95		105	488	120		120	364	80		117	968	143	
Added Vol:	0	2	10		14	1	3		5	36	0		4	14	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	464	105		119	489	123		125	400	80		121	982	148	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	78	504	114		129	531	134		136	434	87		132	1067	161	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	504	114		129	531	134		136	434	87		132	1067	161	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	78	504	114		129	531	134		136	434	87		132	1067	161	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.50	0.50		1.00	2.61	0.39	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4001	799		1600	4171	629	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.07		0.08	0.17	0.08		0.09	0.11	0.11		0.08	0.26	0.26	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	47	0	38		0	0	0		0	482	29		20	1062	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	49	0	39		0	0	0		0	499	30		21	1100	0	
Added Vol:	0	3	0		18	2	19		32	28	0		0	3	32	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	49	3	39		18	2	19		32	527	30		21	1103	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	51	3	41		19	2	20		34	555	32		22	1161	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	3	41		19	2	20		34	555	32		22	1161	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	51	3	41		19	2	20		34	555	32		22	1161	34	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.54	0.03	0.43		0.90	0.10	1.00		1.00	2.84	0.16		1.00	2.92	0.08	
Final Sat.:	856	53	692		1440	160	1600		1600	4541	259		1600	4665	135	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.06		0.01	0.01	0.01		0.02	0.12	0.12		0.01	0.25	0.25	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	139	604	98		50	534	214		168	322	51		117	973	74	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	144	626	102		52	553	222		174	334	53		121	1008	77	
Added Vol:	15	0	0		0	0	31		10	6	6		0	15	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	159	626	102		52	553	253		184	340	59		121	1023	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	169	666	108		55	589	269		196	361	63		129	1088	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	169	666	108		55	589	269		196	361	63		129	1088	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	169	666	108		55	589	269		196	361	63		129	1088	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.21	0.07		0.03	0.18	0.17		0.12	0.11	0.04		0.08	0.34	0.05	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	49	473	132		82	593	48		65	297	51		142	387	96	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	51	490	137		85	614	50		67	308	53		147	401	99	
Added Vol:	2	3	4		3	8	0		0	3	6		6	2	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	53	493	141		88	622	50		67	311	59		153	403	101	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	60	560	160		100	707	57		77	353	67		174	458	115	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	560	160		100	707	57		77	353	67		174	458	115	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	60	560	160		100	707	57		77	353	67		174	458	115	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.85	0.15		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	2963	237		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.18	0.10		0.06	0.24	0.24		0.05	0.22	0.04		0.11	0.29	0.07	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	69	684	162	292	632	87	117	414	29	125	474	199				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	71	709	168	303	655	90	121	429	30	130	491	206				
Added Vol:	0	8	2	0	24	9	5	2	0	6	3	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	71	717	170	303	679	99	126	431	30	136	494	206				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84				
PHF Volume:	85	853	202	360	808	118	150	513	36	161	588	245				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	85	853	202	360	808	118	150	513	36	161	588	245				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	85	853	202	360	808	118	150	513	36	161	588	245				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2991	209	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.27	0.13	0.23	0.25	0.07	0.09	0.17	0.17	0.10	0.18	0.15				
Crit Moves:		****		****			****				****					

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	757	357	545	636	0	594	1	461	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	784	370	565	659	0	615	1	478	0	0	0				
Added Vol:	0	10	4	0	23	0	0	0	10	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	794	374	565	682	0	615	1	488	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	0	854	402	607	733	0	662	1	524	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	854	402	607	733	0	662	1	524	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	854	402	607	733	0	662	1	524	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.67	0.01	1.32	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2676	5	2120	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.25	0.21	0.23	0.00	0.25	0.25	0.25	0.00	0.00	0.00				
Crit Moves:			****	****			****									

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	352	999	0	0	1001	649	0	0	0	182	0	389				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	365	1035	0	0	1037	672	0	0	0	189	0	403				
Added Vol:	4	5	0	0	13	0	0	0	0	10	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	369	1040	0	0	1050	672	0	0	0	199	0	403				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	392	1106	0	0	1117	715	0	0	0	211	0	429				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	392	1106	0	0	1117	715	0	0	0	211	0	429				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	392	1106	0	0	1117	715	0	0	0	211	0	429				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.35	0.00	0.00	0.35	0.45	0.00	0.00	0.00	0.13	0.00	0.13				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

Scenario Report

Scenario:	2035 wp pm
Command:	2035 wp pm
Volume:	2035wp pm
Geometry:	future wp pm
Impact Fee:	Default Impact Fee
Trip Generation:	pm
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	2035 wp pm

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	D	xxxxx	0.863	D	xxxxx	0.884	+ 0.021
# 2 I-110 NB Ramps / El Segundo Bl	E	xxxxx	0.925	E	xxxxx	0.960	+ 0.035
# 3 Figueroa St / El Segundo Blvd	C	xxxxx	0.785	D	xxxxx	0.808	+ 0.024
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.593	B	xxxxx	0.614	+ 0.021
# 5 Main St / El Segundo Blvd	B	xxxxx	0.680	C	xxxxx	0.707	+ 0.027
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.599	B	xxxxx	0.634	+ 0.034
# 7 Avalon Blvd / El Segundo Blvd	D	xxxxx	0.836	D	xxxxx	0.888	+ 0.052
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.552	B	xxxxx	0.618	+ 0.066
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.879	D	xxxxx	0.888	+ 0.010
# 12 Avalon Blvd / 120th St	C	xxxxx	0.757	C	xxxxx	0.774	+ 0.017
# 14 Central Ave / 120th St	D	xxxxx	0.822	D	xxxxx	0.852	+ 0.030
# 15 Central Ave / I-105 EB Ramps	D	xxxxx	0.810	D	xxxxx	0.829	+ 0.018
# 16 Central Ave / I-105 WB Ramps	D	xxxxx	0.805	D	xxxxx	0.829	+ 0.024

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	0	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		466	0	400		0	1317	651		222	785	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		483	0	414		0	1364	674		230	813	0	
Added Vol:	0	0	0		24	0	0		0	20	0		18	15	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		507	0	414		0	1384	674		248	828	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	0	0	0		512	0	419		0	1398	681		250	837	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		512	0	419		0	1398	681		250	837	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		512	0	419		0	1398	681		250	837	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.65	0.01	1.34		0.00	2.02	0.98		1.00	3.00	0.00	
Final Sat.:	0	0	0		2641	0	2159		0	3228	1572		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.00	0.19		0.00	0.43	0.43		0.16	0.17	0.00	
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.960
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	163	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	281	0	263		0	0	0		0	1342	474		306	753	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	291	0	272		0	0	0		0	1390	491		317	780	0	
Added Vol:	0	0	24		0	0	0		0	43	0		18	34	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	291	0	296		0	0	0		0	1433	491		335	814	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	297	0	303		0	0	0		0	1463	501		342	831	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	297	0	303		0	0	0		0	1463	501		342	831	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	297	0	303		0	0	0		0	1463	501		342	831	0	
OvlAdjVol:											199					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	1600	0	1600		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.00	0.19		0.00	0.00	0.00		0.00	0.46	0.31		0.21	0.17	0.00	
OvlAdjV/S:											0.12					
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	174	546	149		84	316	98		133	1280	148		39	844	104	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	180	566	154		87	327	102		138	1326	153		40	874	108	
Added Vol:	0	0	0		4	0	0		0	67	0		0	52	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	180	566	154		91	327	102		138	1393	153		40	926	111	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	184	577	158		93	334	104		141	1422	156		41	945	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	184	577	158		93	334	104		141	1422	156		41	945	113	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	184	577	158		93	334	104		141	1422	156		41	945	113	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.68	0.32	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4287	513	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.18	0.10		0.06	0.10	0.06		0.09	0.44	0.10		0.03	0.22	0.22	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	112	327	121		85	171	78		112	1329	44		25	790	89	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	116	339	125		88	177	81		116	1377	46		26	818	92	
Added Vol:	0	0	0		8	0	0		0	71	0		0	55	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	339	125		96	177	81		116	1448	46		26	873	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	121	353	131		100	185	84		121	1508	47		27	910	102	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	121	353	131		100	185	84		121	1508	47		27	910	102	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	121	353	131		100	185	84		121	1508	47		27	910	102	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.91	0.09		1.00	2.70	0.30	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4653	147		1600	4315	485	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.11	0.08		0.06	0.06	0.05		0.08	0.32	0.32		0.02	0.21	0.21	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	113	414	98		107	197	57		119	1377	65		57	703	54	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	117	429	102		111	204	59		123	1427	67		59	728	56	
Added Vol:	0	0	8		8	0	0		0	79	0		6	61	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	117	429	110		119	204	59		123	1506	67		65	789	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	123	451	115		125	215	62		130	1585	71		68	831	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	451	115		125	215	62		130	1585	71		68	831	65	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	123	451	115		125	215	62		130	1585	71		68	831	65	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.55	0.45		1.00	2.87	0.13		1.00	2.78	0.22	
Final Sat.:	1600	3200	1600		1600	2482	718		1600	4595	205		1600	4451	349	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.14	0.07		0.08	0.09	0.09		0.08	0.34	0.34		0.04	0.19	0.19	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	84	226	48		70	154	87		114	1420	78		29	679	80	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	87	234	50		73	160	90		118	1471	81		30	703	83	
Added Vol:	0	0	8		8	0	0		0	95	0		6	73	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	87	234	58		81	160	90		118	1566	81		36	776	89	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	92	246	61		85	168	95		124	1649	85		38	817	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	246	61		85	168	95		124	1649	85		38	817	94	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	246	61		85	168	95		124	1649	85		38	817	94	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.60	0.40		1.00	1.28	0.72		1.00	2.85	0.15		1.00	2.69	0.31	
Final Sat.:	1600	2567	633		1600	2045	1155		1600	4564	236		1600	4307	493	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10	0.10		0.05	0.08	0.08		0.08	0.36	0.36		0.02	0.19	0.19	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	125	679	167		165	500	87		129	1275	123		120	583	121	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	130	703	173		171	518	90		134	1321	127		124	604	125	
Added Vol:	0	8	24		28	5	15		23	88	0		19	71	24	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	130	711	197		199	523	105		157	1409	127		143	675	149	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	135	741	205		207	545	110		163	1468	133		149	703	156	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	135	741	205		207	545	110		163	1468	133		149	703	156	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	135	741	205		207	545	110		163	1468	133		149	703	156	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.75	0.25		1.00	2.46	0.54	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4402	398		1600	3930	870	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23	0.13		0.13	0.17	0.07		0.10	0.33	0.33		0.09	0.18	0.18	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	28	0	29		0	0	0		0	1620	76		48	788	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	29	0	30		0	0	0		0	1678	79		50	816	0	
Added Vol:	0	12	0		88	8	89		135	4	0		0	25	134	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	12	30		88	8	89		135	1682	79		50	841	134	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	30	13	31		92	8	93		141	1752	82		52	876	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	13	31		92	8	93		141	1752	82		52	876	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	30	13	31		92	8	93		141	1752	82		52	876	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.41	0.17	0.42		0.92	0.08	1.00		1.00	2.87	0.13		1.00	2.59	0.41	
Final Sat.:	653	270	677		1467	133	1600		1600	4585	215		1600	4141	659	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.05	0.05		0.06	0.06	0.06		0.09	0.38	0.38		0.03	0.21	0.21	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	100	672	199		177	722	171		275	1099	169		128	544	80	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	104	696	206		183	748	177		285	1139	175		133	564	83	
Added Vol:	39	0	0		0	0	60		53	31	31		0	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	143	696	206		183	748	237		338	1170	206		133	603	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	144	703	208		185	756	240		341	1181	208		134	609	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	144	703	208		185	756	240		341	1181	208		134	609	84	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	144	703	208		185	756	240		341	1181	208		134	609	84	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.22	0.13		0.12	0.24	0.15		0.21	0.37	0.13		0.08	0.19	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	66	695	137		108	507	32		92	418	65		131	436	99	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	68	720	142		112	525	33		95	433	67		136	452	103	
Added Vol:	11	14	20		12	16	0		0	12	12		24	8	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	79	734	162		124	541	33		95	445	79		160	460	111	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	82	757	167		128	558	34		98	459	82		165	474	114	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	757	167		128	558	34		98	459	82		165	474	114	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	82	757	167		128	558	34		98	459	82		165	474	114	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.88	0.12		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3015	185		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.10		0.08	0.19	0.19		0.06	0.29	0.05		0.10	0.30	0.07	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	69	833	151	254	856	122	134	450	87	142	333	299				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	71	863	156	263	887	126	139	466	90	147	345	310				
Added Vol:	0	43	11	0	48	39	26	8	0	12	12	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	71	906	167	263	935	165	165	474	90	159	357	310				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	72	915	169	266	944	167	166	479	91	161	361	313				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	72	915	169	266	944	167	166	479	91	161	361	313				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	72	915	169	266	944	167	166	479	91	161	361	313				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2689	511	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.29	0.11	0.17	0.30	0.10	0.10	0.18	0.18	0.10	0.11	0.20				
Crit Moves:		****		****			****					****				

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	963	372	479	834	0	551	241	486	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	998	385	496	864	0	571	250	503	0	0	0				
Added Vol:	0	49	19	0	59	0	0	0	28	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1047	404	496	923	0	571	250	531	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	0	1079	417	512	952	0	588	257	548	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1079	417	512	952	0	588	257	548	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1079	417	512	952	0	588	257	548	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.27	0.55	1.18	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2027	886	1887	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.26	0.18	0.30	0.00	0.29	0.29	0.29	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	431	1062	0	0	1015	454	0	0	0	309	0	619				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	447	1100	0	0	1052	470	0	0	0	320	0	641				
Added Vol:	21	27	0	0	35	0	0	0	0	24	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	468	1127	0	0	1087	470	0	0	0	344	0	641				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	482	1162	0	0	1120	485	0	0	0	355	0	661				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	482	1162	0	0	1120	485	0	0	0	355	0	661				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	482	1162	0	0	1120	485	0	0	0	355	0	661				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.05	xxxx	1.95				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1676	0	3124				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.36	0.00	0.00	0.35	0.30	0.00	0.00	0.00	0.21	0.00	0.21				
Crit Moves:	****				****							****				

Unsignalized Intersections (HCM)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	559	8	8	1269	33	16	0	8	7	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	32	621	9	9	1410	37	18	0	9	8	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1447			630			1178	2154	211	1718	2141	488
vC1, stage 1 conf vol							690	690		1446	1446	
vC2, stage 2 conf vol							488	1464		271	694	
vCu, unblocked vol	1447			630			1178	2154	211	1718	2141	488
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			99			94	100	99	94	100	99
cM capacity (veh/h)	464			948			316	146	794	132	173	525

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	188	311	164	361	705	389	27	11
Volume Left	32	0	0	9	0	0	18	8
Volume Right	0	0	9	0	0	37	9	3
cSH	464	1700	1700	948	1700	1700	395	170
Volume to Capacity	0.07	0.18	0.10	0.01	0.41	0.23	0.07	0.07
Queue Length 95th (ft)	6	0	0	1	0	0	5	5
Control Delay (s)	3.1	0.0	0.0	0.3	0.0	0.0	14.8	27.6
Lane LOS	A			A			B	D
Approach Delay (s)	0.9			0.1			14.8	27.6
Approach LOS							B	D

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	384	7	7	401	5	4	1	4	17	1	21
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	404	7	7	422	5	4	1	4	18	1	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	427			412			863	865	408	867	866	425
vC1, stage 1 conf vol							423	423		439	439	
vC2, stage 2 conf vol							440	442		427	426	
vCu, unblocked vol	427			412			863	865	408	867	866	425
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	99	96	100	97
cM capacity (veh/h)	1132			1147			464	467	643	475	467	634

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	419	435	9	41
Volume Left	7	7	4	18
Volume Right	7	5	4	22
cSH	1132	1147	530	549
Volume to Capacity	0.01	0.01	0.02	0.07
Queue Length 95th (ft)	0	0	1	6
Control Delay (s)	0.2	0.2	11.9	12.1
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.2	11.9	12.1
Approach LOS			B	B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	3	3	731	5	5	729
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	3	795	5	5	792
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1204	400			800	
vC1, stage 1 conf vol	797					
vC2, stage 2 conf vol	407					
vCu, unblocked vol	1204	400			800	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	363	600			819	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	7	530	270	270	528
Volume Left	3	0	0	5	0
Volume Right	3	0	5	0	0
cSH	452	1700	1700	819	1700
Volume to Capacity	0.01	0.31	0.16	0.01	0.31
Queue Length 95th (ft)	1	0	0	1	0
Control Delay (s)	13.1	0.0	0.0	0.3	0.0
Lane LOS	B			A	
Approach Delay (s)	13.1	0.0		0.1	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	1716	13	7	1020	7	7	0	10	29	1	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	9	1769	13	7	1052	7	7	0	10	30	1	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1059			1782			2160	2868	596	1678	2871	354
vC1, stage 1 conf vol							1794	1794		1070	1070	
vC2, stage 2 conf vol							365	1073		608	1801	
vCu, unblocked vol	1059			1782			2160	2868	596	1678	2871	354
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			91	100	98	85	99	95
cM capacity (veh/h)	654			344			80	116	449	205	109	645

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	452	885	456	270	526	270	18	62
Volume Left	9	0	0	7	0	0	7	30
Volume Right	0	0	13	0	0	7	10	31
cSH	654	1700	1700	344	1700	1700	156	305
Volume to Capacity	0.01	0.52	0.27	0.02	0.31	0.16	0.11	0.20
Queue Length 95th (ft)	1	0	0	2	0	0	9	19
Control Delay (s)	0.4	0.0	0.0	0.8	0.0	0.0	31.0	19.8
Lane LOS	A			A			D	C
Approach Delay (s)	0.1			0.2			31.0	19.8
Approach LOS							D	C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	688	31	31	598	17	20	1	20	26	1	22
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	35	732	33	33	636	18	21	1	21	28	1	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	654			765			1530	1539	748	1552	1546	645
vC1, stage 1 conf vol							819	819		711	711	
vC2, stage 2 conf vol							712	720		840	835	
vCu, unblocked vol	654			765			1530	1539	748	1552	1546	645
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			96			92	100	95	89	100	95
cM capacity (veh/h)	933			848			258	280	412	247	274	476

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	800	687	44	52
Volume Left	35	33	21	28
Volume Right	33	18	21	23
cSH	933	848	316	316
Volume to Capacity	0.04	0.04	0.14	0.17
Queue Length 95th (ft)	3	3	12	15
Control Delay (s)	1.0	1.0	18.2	18.6
Lane LOS	A	A	C	C
Approach Delay (s)	1.0	1.0	18.2	18.6
Approach LOS			C	C

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	13	994	23	19	812
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	16	14	1035	24	20	846
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1510	530			1059	
vC1, stage 1 conf vol	1047					
vC2, stage 2 conf vol	462					
vCu, unblocked vol	1510	530			1059	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	97			97	
cM capacity (veh/h)	272	494			653	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	29	690	369	302	564
Volume Left	16	0	0	20	0
Volume Right	14	0	24	0	0
cSH	344	1700	1700	653	1700
Volume to Capacity	0.08	0.41	0.22	0.03	0.33
Queue Length 95th (ft)	7	0	0	2	0
Control Delay (s)	16.4	0.0	0.0	1.1	0.0
Lane LOS	C			A	
Approach Delay (s)	16.4	0.0		0.4	
Approach LOS	C				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX G

Traffic Signal Warrant Worksheets

PEAK HOUR WARRANT (WARRANT 3)
EXISTING CONDITIONS
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

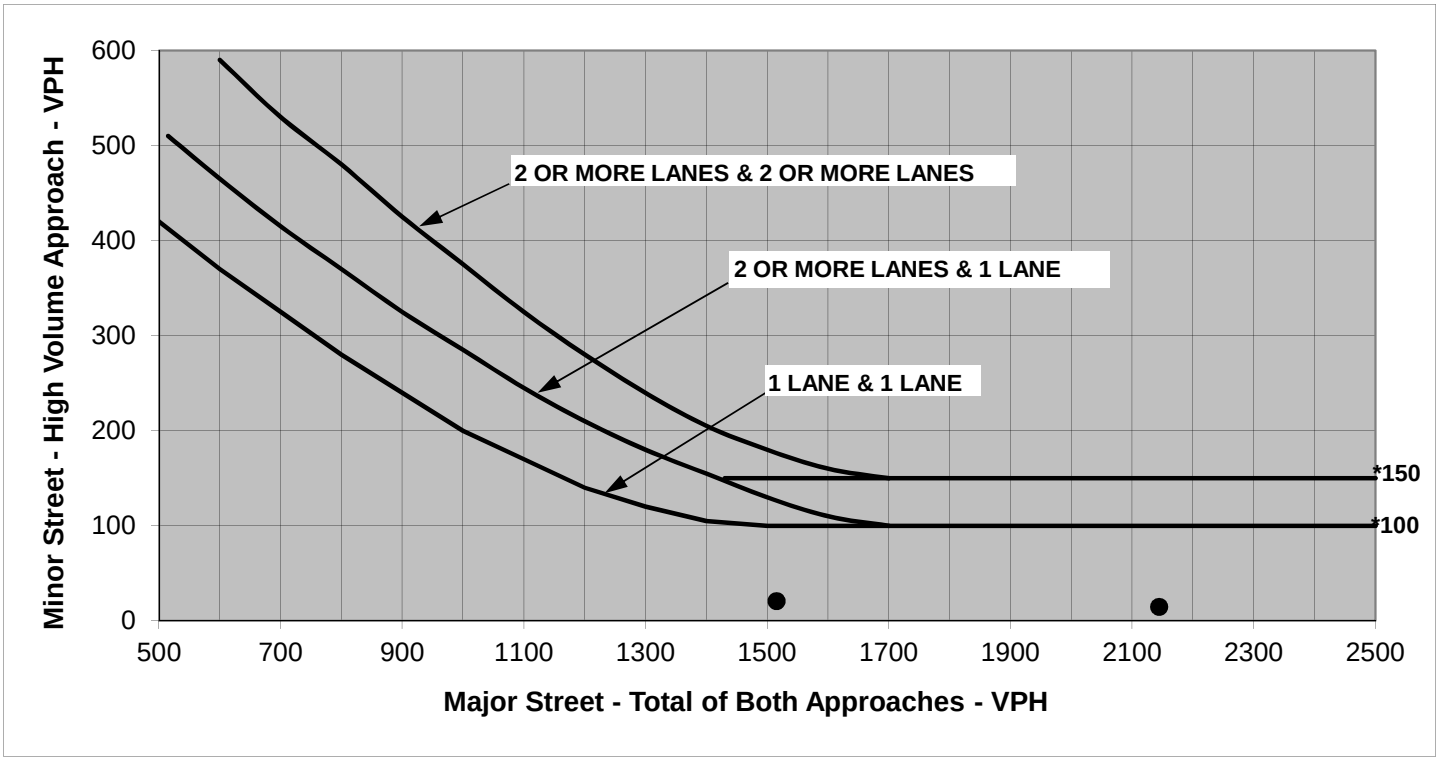
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1515	2144
Higher Approach - Minor Street	X		21	15

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Existing Conditions



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.

PEAK HOUR WARRANT (WARRANT 3)
EXISTING PLUS PROJECT CONDITIONS
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

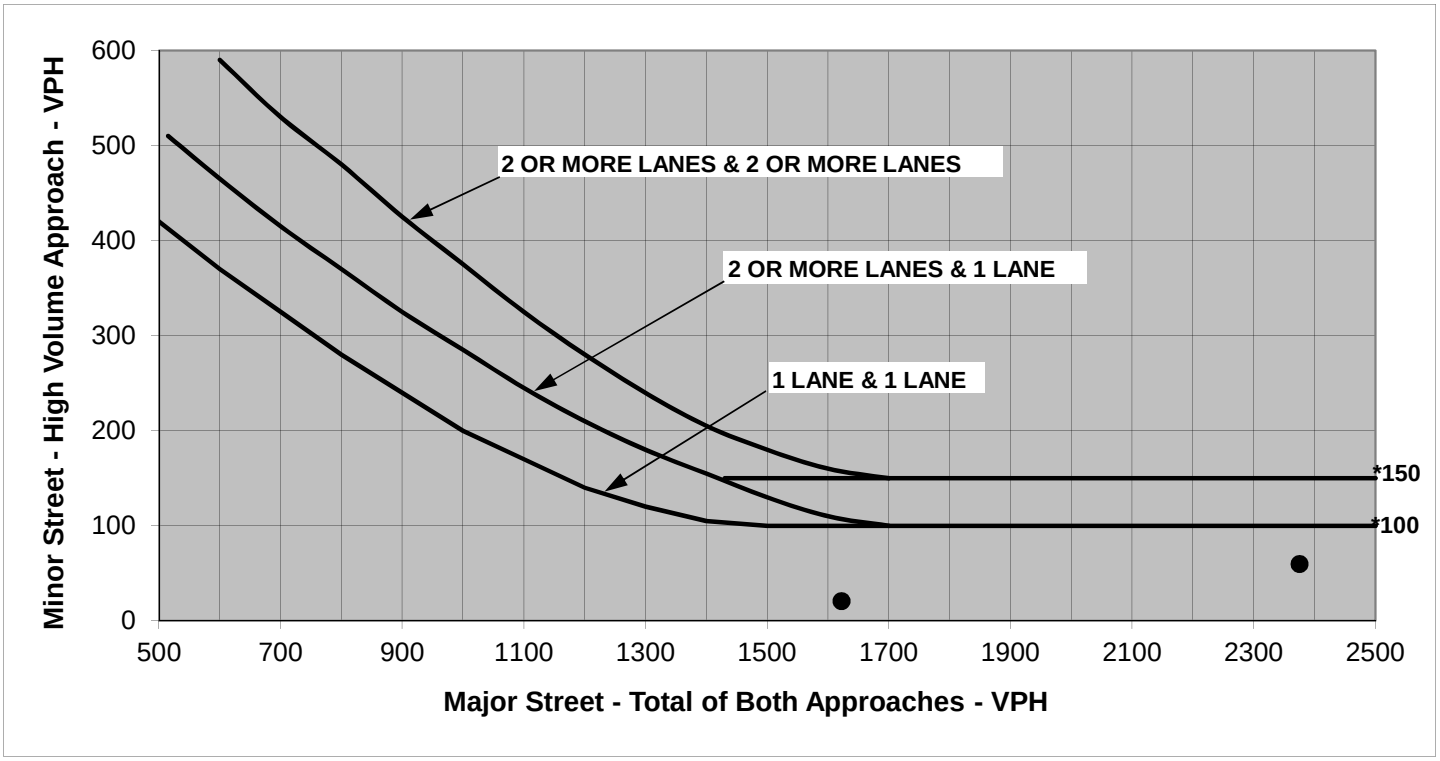
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1622	2375
Higher Approach - Minor Street	X		21	60

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Existing Plus Project Conditions



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.

PEAK HOUR WARRANT (WARRANT 3)
YEAR 2020 CUMULATIVE CONDITIONS WITHOUT PROJECT
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

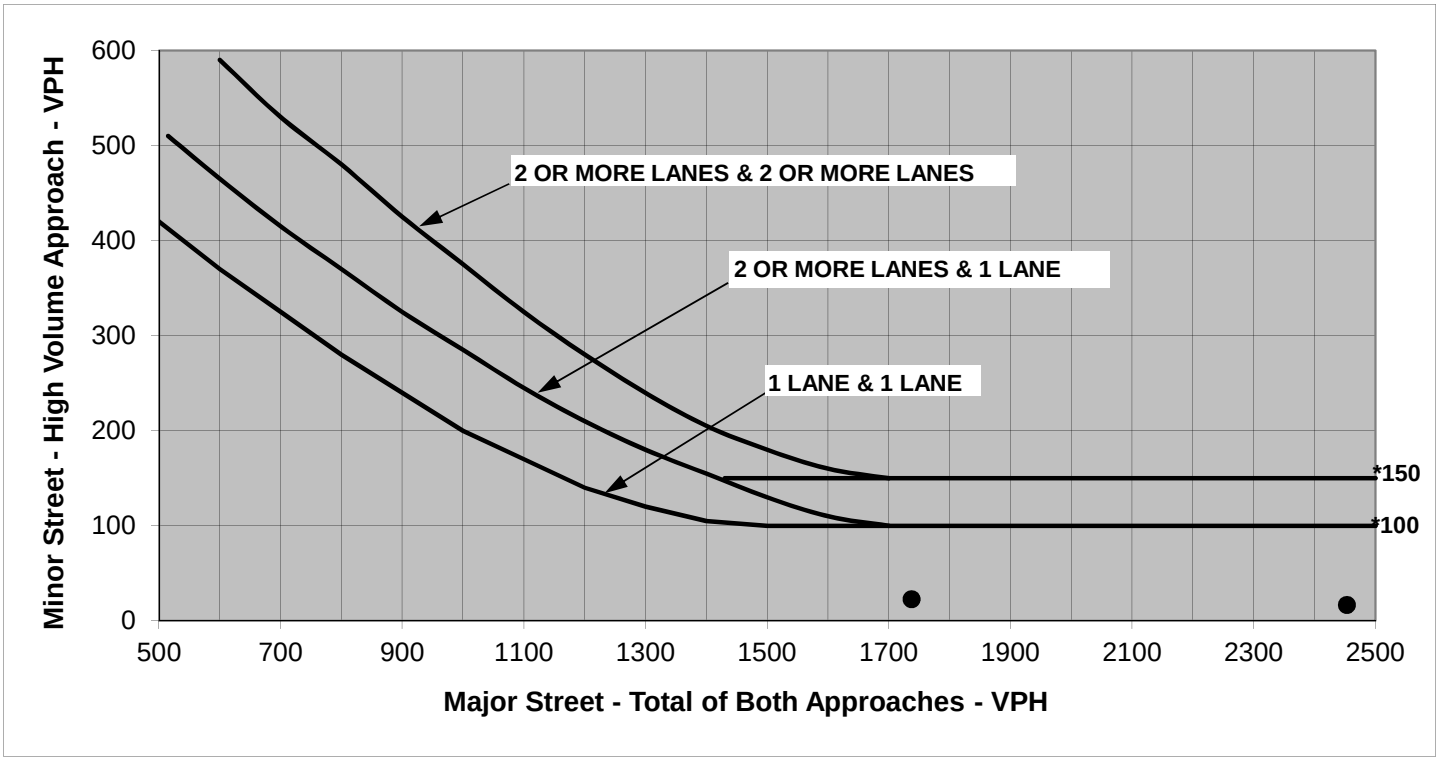
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1737	2453
Higher Approach - Minor Street	X		23	17

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Year 2020 Cumulative Conditions Without Project



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.

PEAK HOUR WARRANT (WARRANT 3)
YEAR 2020 CUMULATIVE CONDITIONS WITH PROJECT
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

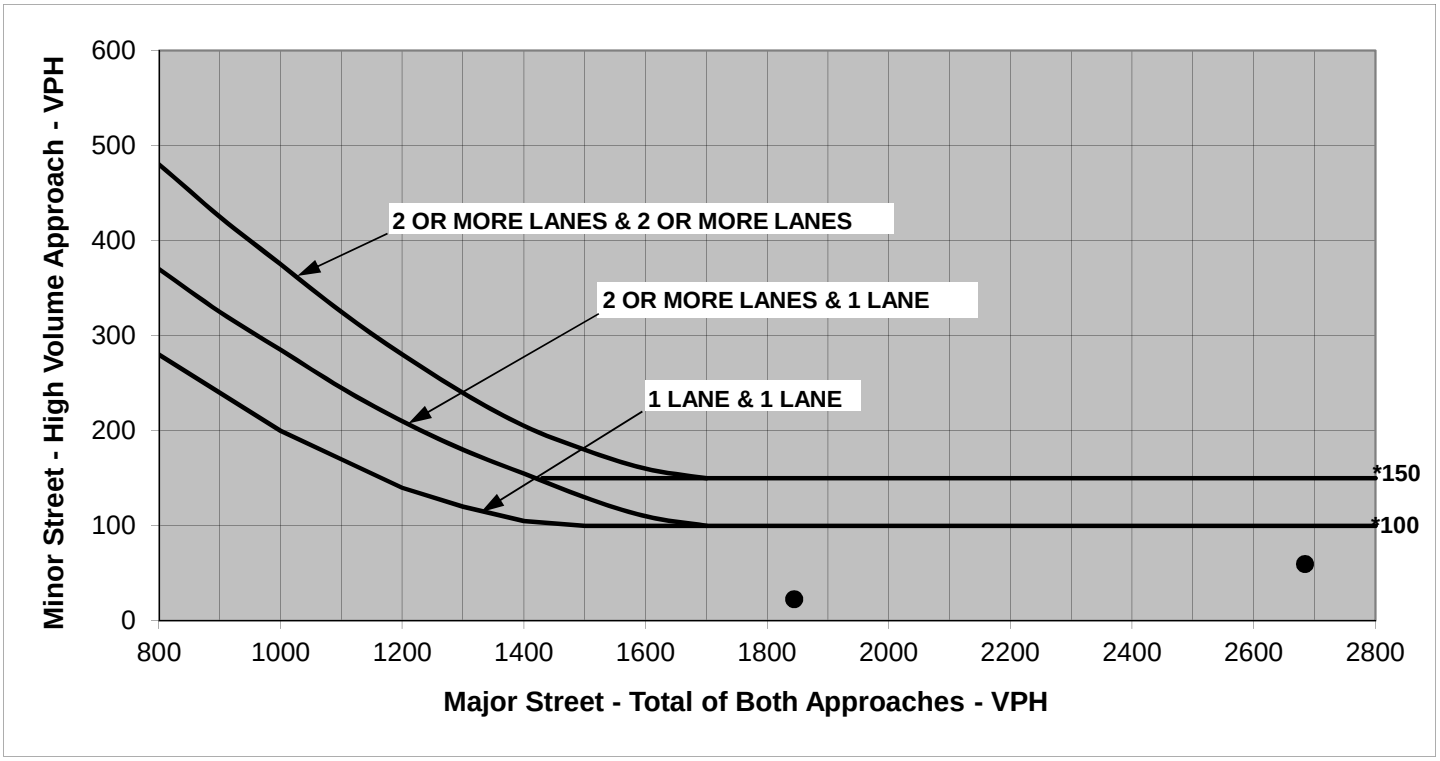
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1844	2684
Higher Approach - Minor Street	X		23	60

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Year 2020 Cumulative Conditions With Project



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.

PEAK HOUR WARRANT (WARRANT 3)
HORIZON YEAR 2035 CONDITIONS WITHOUT PROJECT
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

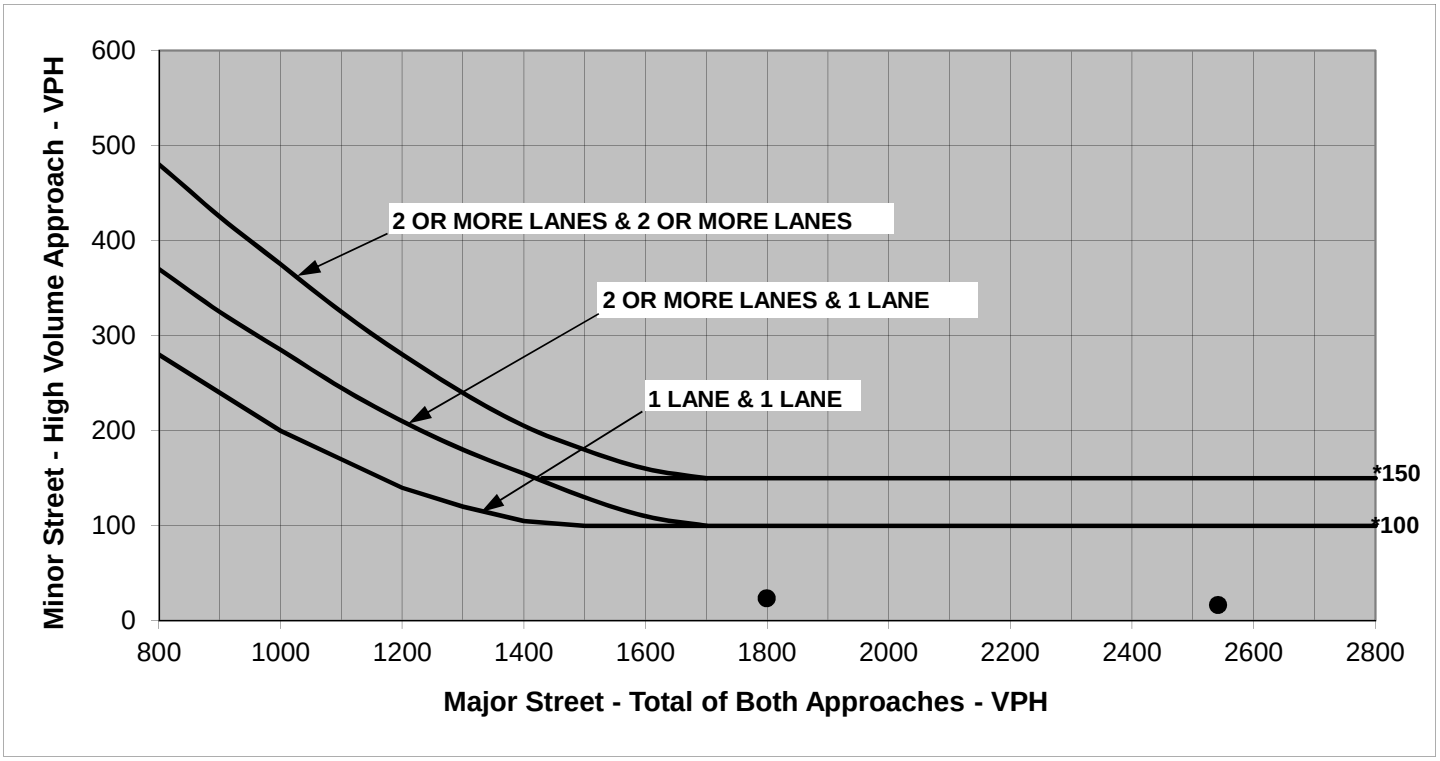
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1799	2541
Higher Approach - Minor Street	X		24	17

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Horizon Year 2035 Conditions Without Project



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.

PEAK HOUR WARRANT (WARRANT 3)
HORIZON YEAR 2035 CONDITIONS WITH PROJECT
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

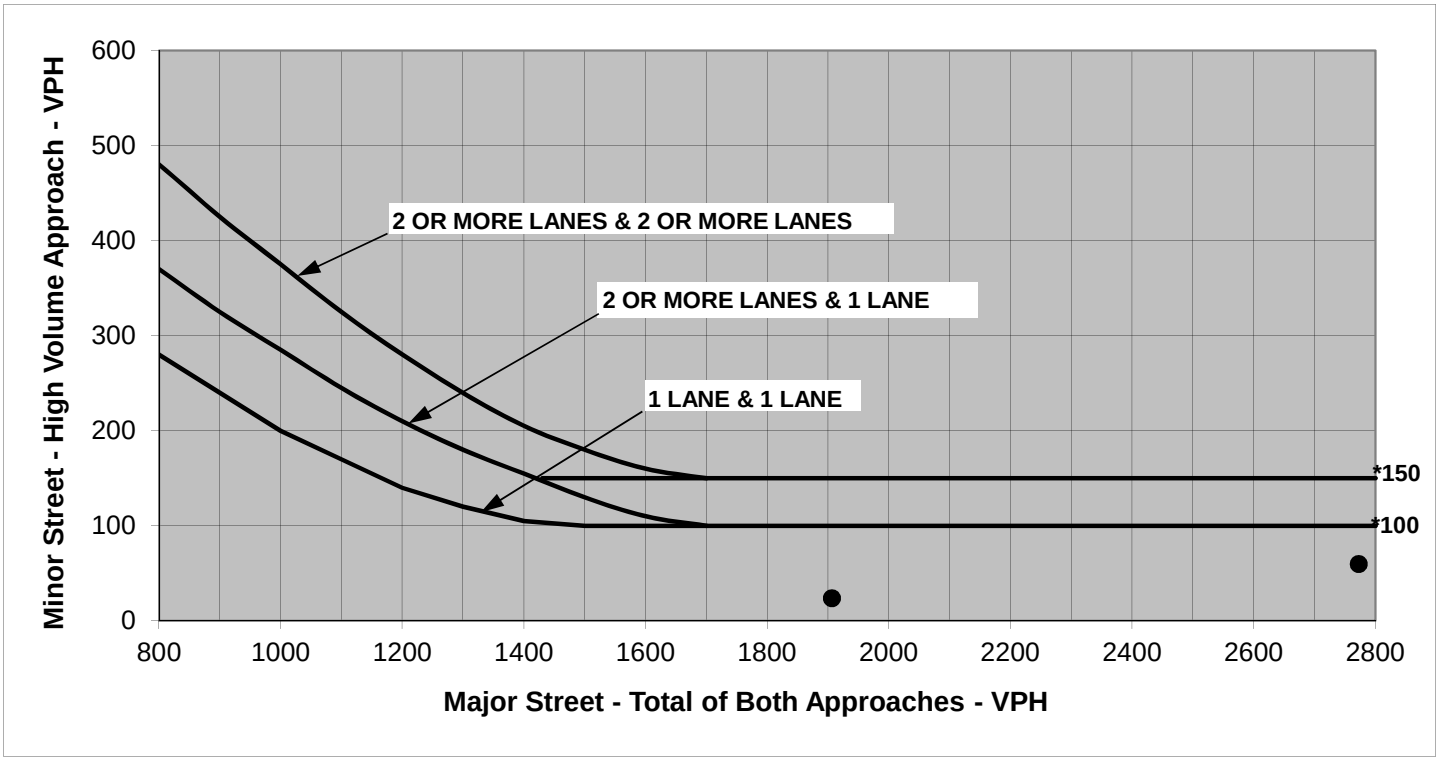
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1906	2772
Higher Approach - Minor Street	X		24	60

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Horizon Year 2035 Conditions With Project



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.

Earvin Magic Johnson Park Master Plan

TRAFFIC IMPACT ANALYSIS REPORT

Prepared for

Los Angeles County Department of Parks and Recreation

Prepared by

Michael Baker
INTERNATIONAL

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Draft: April 15, 2015

JN 140796

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INTRODUCTION

This study analyzes the forecast traffic impact of the proposed Earvin Magic Johnson Park Master Plan Project located in Willowbrook, a large urbanized community in unincorporated Los Angeles County adjacent to the City of Los Angeles and the City of Compton. The Earvin Magic Johnson Park Master Plan Project proposes to redevelop and expand the existing 104-acre park into a 126-acre park that includes the former 16-acre Ujima Village Housing Project and former 6-acre Honey's Little Angels Learning Center. The proposed project will include new recreational facilities and amenities such as a sports complex/stadium, community center, aquatics center, equestrian center, and a relocated County Department of Parks and Recreation South Agency headquarters. **Exhibit 1** shows the regional project vicinity. The project site plan is illustrated in **Exhibit 2**.

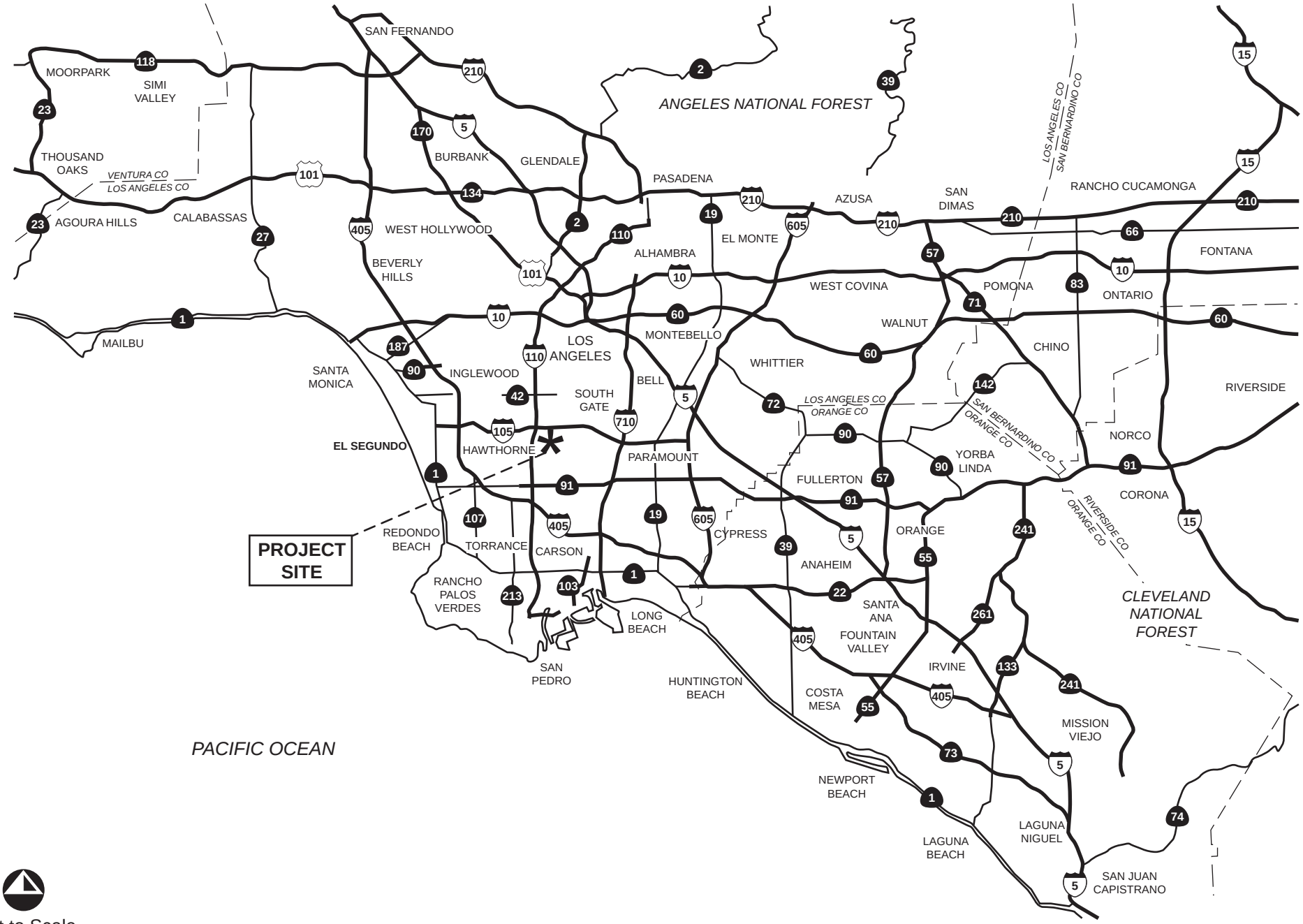
As required, this Traffic Impact Analysis (TIA) Report has been prepared in accordance with the Los Angeles County MTA Guidelines for CMP Transportation Impact Analysis (Appendix D of 2010 CMP). A CMP-level TIA Report is required for projects that are forecast to add 50 or more trips to CMP arterial monitoring intersections during either the a.m. or p.m. peak hours of adjacent street traffic. The project will generate a net increase of approximately 3,489 trips per day, which includes approximately 208 a.m. peak hour trips and approximately 699 p.m. peak hour trips.

Project Study Area

The project study area consists of the following seventeen (17) intersections, which are located within unincorporated Los Angeles County and the City of Los Angeles:

1. I-110 Southbound Ramps / El Segundo Blvd. (City of Los Angeles)
2. I-110 Northbound Ramps / El Segundo Blvd. (City of Los Angeles)
3. Figueroa St. / El Segundo Blvd. (City of Los Angeles)
4. Broadway / El Segundo Blvd. (Los Angeles County)
5. Main St. / El Segundo Blvd. (Los Angeles County)
6. San Pedro St. / El Segundo Blvd. (Los Angeles County)
7. Avalon Blvd. / El Segundo Blvd. (Los Angeles County)
8. McKinley Ave. / El Segundo Blvd. (Los Angeles County)
9. Wadsworth Ave. / El Segundo Blvd. (unsignalized – Los Angeles County)
10. Clovis Ave. / El Segundo Blvd. (unsignalized – Los Angeles County)
11. Central Ave. / El Segundo Blvd. (Los Angeles County)
12. Avalon Boulevard / 120th Street (City of Los Angeles)
13. Wadsworth Ave. / 120th Street (unsignalized – City of Los Angeles)
14. Central Ave. / 120th Street (City of Los Angeles)
15. Central Ave. / I-105 Eastbound Ramps (City of Los Angeles)
16. Central Ave. / I-105 Westbound Ramps (City of Los Angeles)
17. Avalon Blvd. / Future Park Access (unsignalized – Los Angeles County)

The project study area is shown in **Exhibit 3**.



Not to Scale

Michael Baker INTERNATIONAL

REGIONAL PROJECT VICINITY

JN 140796 APRIL 2015

EXHIBIT 1

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Not to Scale

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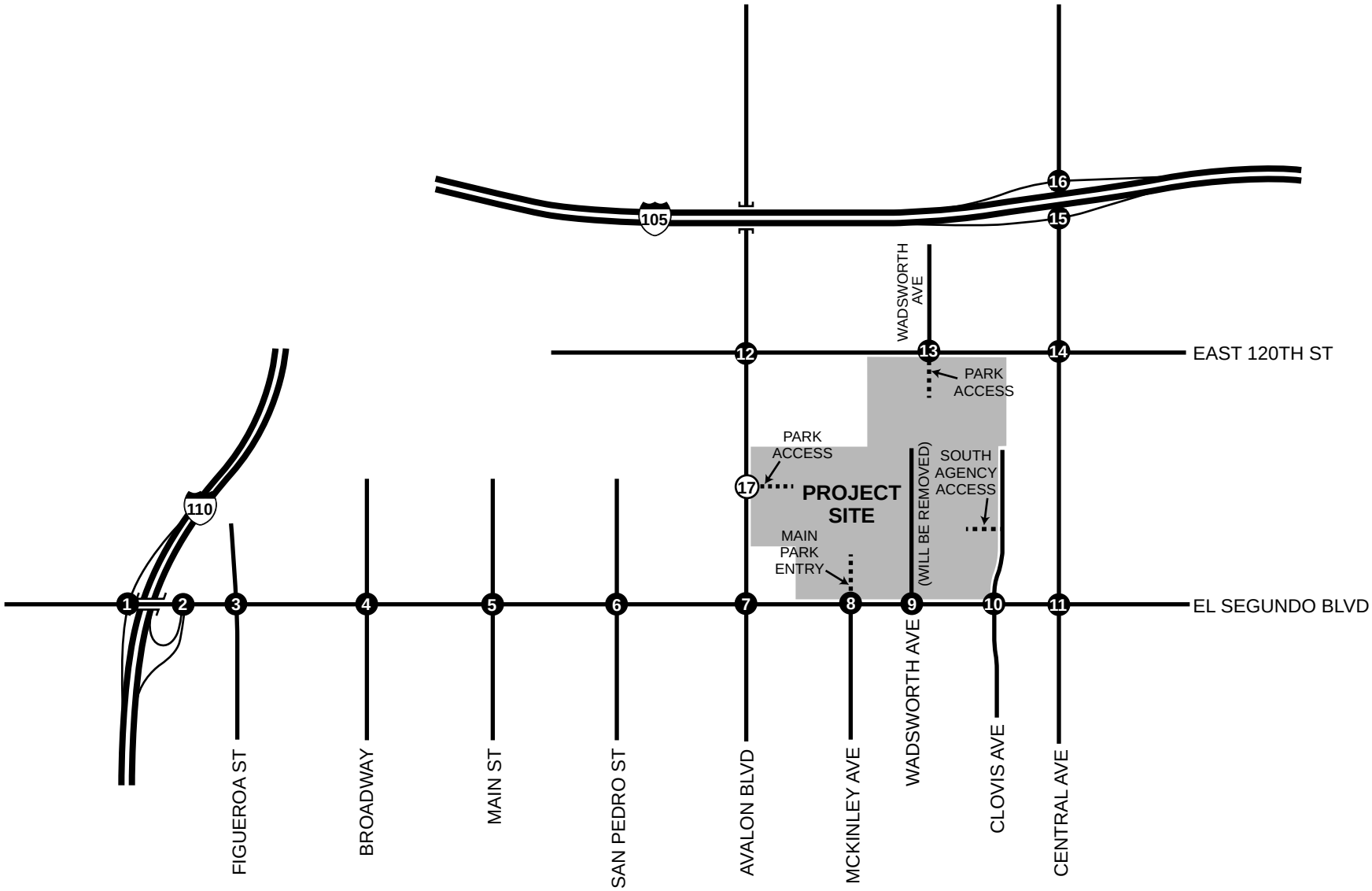
PROJECT SITE PLAN

EXHIBIT 2



LEGEND

- XX Existing Study Intersection
- XX Proposed Project Access Intersection *
- Proposed Project Access Driveway

Not to Scale

* Two of the three park access points will be aligned with existing intersections.

Michael Baker INTERNATIONAL

JN 140796 APRIL 2015

PROJECT STUDY AREA

EXHIBIT 3

ANALYSIS METHODOLOGY

Study Scenarios

In accordance with the Los Angeles County MTA *Guidelines for CMP Transportation Impact Analysis* (Appendix D of 2010 CMP), this study analyzes the following scenarios:

- **Existing (Year 2014) Conditions** – Analysis of existing traffic count volumes, intersection geometry and existing roadway network.

- **Existing (Year 2014) Plus Project Conditions** – Analysis of existing traffic volumes overlaid with the forecast traffic generated by the proposed project. The existing intersection geometry and roadway network were used in this analysis.

- **Year 2020 Cumulative Without Project Conditions** – Analysis of existing traffic volumes overlaid with traffic associated with approved or pending projects anticipated to be constructed in the next 4-6 years. A growth factor derived from the County's CMP TIA Guidelines was also applied to the existing traffic volumes to account for growth in background traffic and traffic generated by other potential projects not included in this analysis.

- **Year 2020 Cumulative With Project Conditions** – Analysis of existing plus background growth traffic volumes overlaid with cumulative project traffic and traffic generated by the proposed project.

- **Horizon Year 2035 Without Project Conditions** – Analysis of Horizon Year 2035 conditions without the project is based on the forecast growth in traffic from existing (year 2014) conditions to the year 2035. Horizon Year 2035 traffic volumes were derived by applying a growth factor based on the County's CMP TIA Guidelines to Year 2020 Cumulative Conditions traffic volumes to forecast the growth in traffic from the year 2020 to 2035.

- **Horizon Year 2035 With Project Conditions** – Analysis of Horizon Year 2035 With project conditions was conducted using the forecast traffic volumes derived for the Horizon Year 2035 Without Project Conditions, overlaid with traffic generated by the proposed project.

Signalized Intersections Analysis Methodology

As required per the Los Angeles County MTA *Guidelines for CMP Transportation Impact Analysis*, the Intersection Capacity Utilization (ICU) methodology was used to determine intersection Level of Service (LOS) of the signalized study intersections. The Traffix™ software program is used an interface for the ICU methodology to evaluate the signalized study intersections.

The ICU methodology uses per lane capacity and intersection movement volumes to determine the volume-to-capacity (V/C) ratio and critical movements. Lane capacities of 1,600 vehicles-per-hour (VPH) per lane are used in the analysis with the exception of dual left-turn lanes, where a combined capacity of 2,880 VPH is used. A ten-percent yellow and red clearance cycle (loss time) is also

included in the ICU operations analysis. The intersection LOS is based on the sum of the critical movements, otherwise referred to as the total intersection volume-to-capacity (V/C) ratio as shown in Table 1.

Table 1
ICU Methodology Level of Service Thresholds

V/C Ratio	LOS
0.00 - .060	A
0.61 – 0.70	B
0.71 – 0.80	C
0.81 – 0.90	D
0.91 – 1.00	E
over 1.00	F

Unsignalized Intersections Analysis Methodology

The ICU methodology only applies to the analysis of signalized intersection; therefore, the 2000 Highway Capacity Manual (HCM) operation methodology is used to evaluate the unsignalized stop-controlled study intersections. The Synchro™ software program is used an interface for the HCM methodology to evaluate the unsignalized study intersections.

The HCM methodology describes the operation of an intersection using a range of levels of service (LOS) from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding delay per vehicle thresholds for unsignalized intersections as shown in Table 2.

Table 2
HCM Methodology for Unsignalized Intersections
Level of Service & Delay Ranges

LOS	Delay (seconds/vehicle)
A	≤ 10.0
B	> 10.0 to ≤ 15.0
C	> 15.0 to ≤ 25.0
D	> 25.0 to ≤ 35.0
E	> 35.0 to ≤ 50.0
F	> 50.0

Source: 2000 Highway Capacity Manual.

The 2000 HCM methodology determines level of service for unsignalized minor-street stop-controlled intersections based on the highest minor-street approach delay. Through traffic on the major street at unsignalized minor-street stop-controlled intersections is uncontrolled and is assumed to experience little to no delay.

Significant Impact Thresholds

Signalized Intersections

The Los Angeles County Level of Service (LOS) standard for intersection operations during the peak hours is LOS E or better.

Based on the Los Angeles County MTA *Guidelines for CMP Transportation Impact Analysis*, a project-related significant impact is forecast to occur if:

1. The addition of project-generated traffic results in a change in level of service from LOS E or better to LOS F; and results in an increase in the v/c ratio of 0.02 or more at an intersection; OR

2. At an intersection already operating at LOS F without the project, the addition of project-related traffic results in an increase in v/c ratio of 0.02 or more.

Unsignalized Intersections

The significant impact thresholds from CMP TIA Guidelines are based on the increase in v/c ratio using the ICU methodology. The ICU methodology is only used to evaluate level of service at signalized intersections, and for unsignalized intersections the HCM methodology is used to evaluate level of service.

Los Angeles County does not have specific significant impact thresholds for unsignalized intersections based on the HCM methodology. Therefore, the thresholds that are typically used by agencies in the Southern California region to determine project-related impacts at unsignalized intersections are applied to this analysis, which are shown below:

1. The addition of project-generated traffic results in a change in level of service from LOS E or better to LOS F; OR

2. At an intersection operating at LOS E or F without the project, the addition of project traffic results in an increase in delay of 2.0 seconds or more.

EXISTING CONDITIONS

Existing Roadway Circulation System

A detailed field review was conducted to determine the existing intersection geometry, traffic control devices, signal phasing and other factors, which may affect intersection or roadway segment capacity. The existing intersection lane geometry is illustrated in **Exhibit 4**. The lane geometry of the proposed project access intersections are also shown in Exhibit 4. The following is a detailed description of roadways in the study area.

El Segundo Boulevard is an east-west major arterial roadway and defines the south boundary of the site. The posted speed limit varies from 35 to 40 mph. The roadway generally offers six travel lanes, three lanes in each direction, with a central left-turn median. Parking is not allowed on El Segundo Boulevard along the project site frontage between Avalon Boulevard and Central Avenue however parking is generally allowed along other stretches of this roadway. This roadway provides on- and off-ramps to the 110 freeway. The 2014 Average Daily Traffic (ADT) volumes on El Segundo Boulevard along the project frontage are approximately 22,000 vehicles per day.

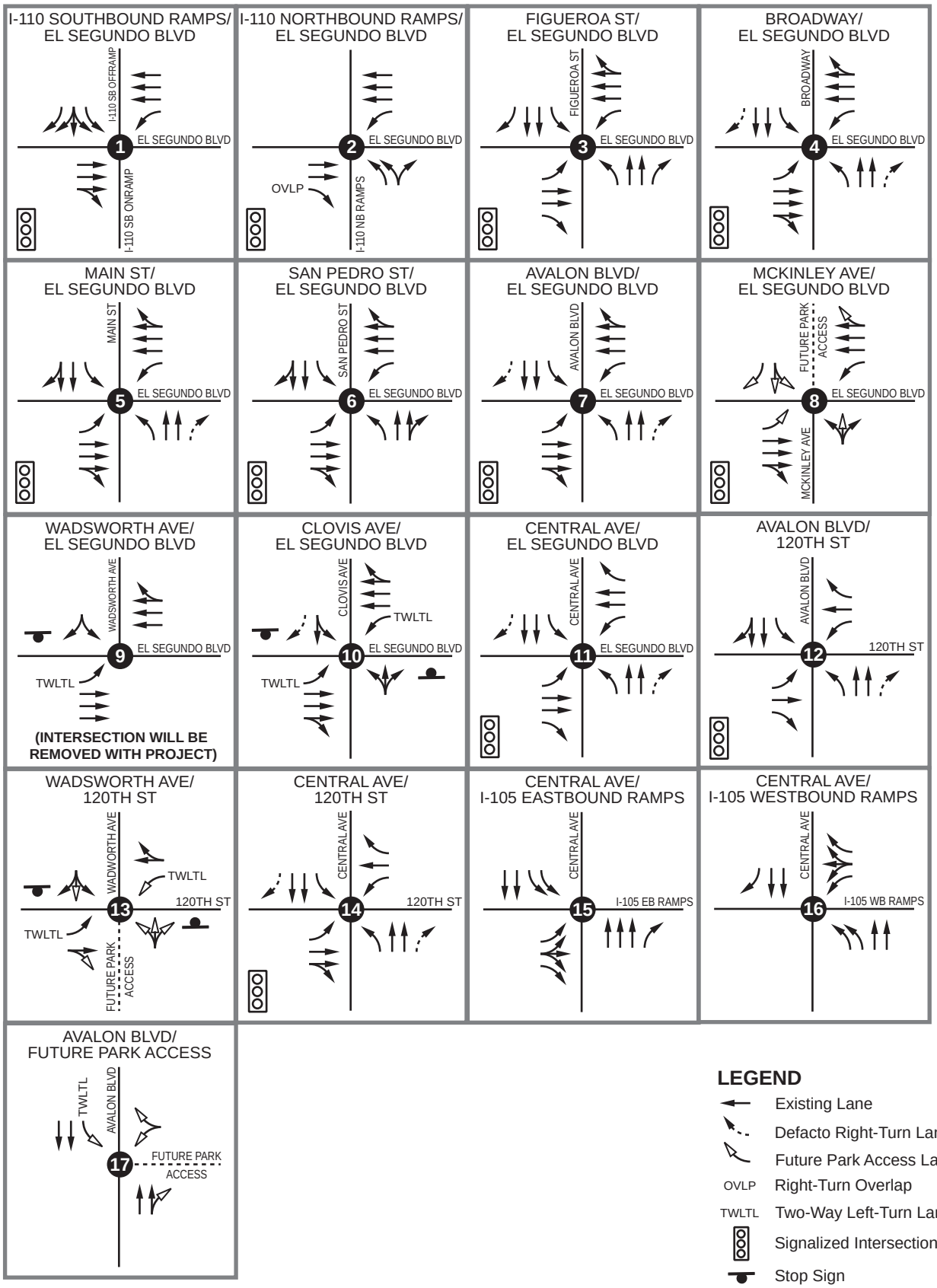
120th Street is a secondary arterial roadway that traverses in an east-west direction and defines the north boundary of the site. This two lane roadway consists of on-street parking and class-II bicycle facilities along both sites. There is a striped pedestrian crosswalk at the intersection of Stanford Avenue and 120th Street near the northwest corner of the park. The posted speed limit varies from 25 to 30 mph.

Avalon Boulevard a major north-south arterial roadway that runs along the western limits of the project site and includes four travel lanes, two lanes per direction. Parking is allowed on many stretches of this roadway. The posted speed limit is 35 mph.

Central Avenue is classified as a major arterial roadway that traverses in a north-south direction. The posted speed limit is 35 mph. The roadway generally offers four travel lanes, two lanes in each direction, with a central left-turn median and provides on- and off- ramps to the 105 Freeway. Parking is allowed along this roadway within the proposed project area.

Wadsworth Avenue is a two-lane local street that runs in a north-south direction. Wadsworth Avenue extends northward for several miles in several discontinuous segments from El Segundo Boulevard. Wadsworth Avenue currently provides direct access to the existing park area and the area once occupied by the Ujima Village site. From El Segundo Boulevard, Wadsworth Avenue terminates within the park area, and from 120th Street, a short segment of Wadsworth Avenue extends northward and terminates near the I-105 freeway. The speed limit is 25 mph.

Clovis Avenue is a two-lane local street that runs in a north-south direction. Similar to Wadsworth Avenue, Clovis Avenue also extends northward for several miles in discontinuous segments. Clovis Avenue runs along the eastern boundary of the existing park area and the area once occupied by the Ujima Village site. Northward from El Segundo Boulevard, Clovis Avenue is discontinuous and terminates near the northern boundary of the former Ujima Village site. The speed limit is 25 mph.



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EXISTING AND EXISTING PLUS PROJECT INTERSECTION LANE GEOMETRY

Existing Traffic Volumes

Weekday a.m. and p.m. peak period traffic volume counts were collected in April 2014 at fourteen (14) study intersections, and additionally 24-hour directional segment counts were collected at eleven (11) roadway segments. The a.m. peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m., and the p.m. peak period intersection counts were collected from 4:00 p.m. to 6:00 p.m. Traffic counts were also collected in March 2015 at two (2) study intersections during the a.m. and p.m. peak periods.

Exhibit 5 shows existing roadway segment daily volumes and **Exhibit 6** shows the existing a.m. and p.m. peak hour intersection volumes. Detailed traffic count data is contained in Appendix A.

Existing Levels of Service

Table 3 summarizes the existing a.m. and p.m. peak hour LOS of the signalized study intersections based on the existing volumes and lane geometry. Detailed ICU calculation sheets are contained in Appendix B.

Table 3
Existing Conditions Intersection Levels of Service (LOS)
Signalized Study Intersections

Study Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			V/C	LOS	V/C	LOS
1.	I-110 Southbound Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.918	E	0.759	C
2.	I-110 Northbound Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.709	C	0.810	D
3.	Figueroa St. / El Segundo Blvd.	City of Los Angeles	0.802	D	0.697	B
4.	Broadway / El Segundo Blvd.	Los Angeles County	0.521	A	0.529	A
5.	Main St. / El Segundo Blvd.	Los Angeles County	0.560	A	0.608	B
6.	San Pedro St. / El Segundo Blvd.	Los Angeles County	0.491	A	0.536	A
7.	Avalon Blvd. / El Segundo Blvd.	Los Angeles County	0.579	A	0.732	C
8.	McKinley Ave. / El Segundo Blvd.	Los Angeles County	0.226	A	0.459	A
11.	Central Ave. / El Segundo Blvd.	Los Angeles County	0.719	C	0.779	C
12.	Avalon Blvd. / 120th Street	City of Los Angeles	0.632	B	0.660	B
14.	Central Ave. / 120th Street	City of Los Angeles	0.851	D	0.615	B
15.	Central Ave. / I-105 Eastbound Ramps	City of Los Angeles / Caltrans	0.710	C	0.701	C
16.	Central Ave. / I-105 Westbound Ramps	City of Los Angeles / Caltrans	0.722	C	0.676	B

Note: Analysis performed using ICU 1 methodology.
V/C = volume-to-capacity ratio

As shown in Table 3, all signalized study intersections are currently operating at acceptable levels of service based on Los Angeles County level of service standards (LOS E or better).

LEGEND

XX,XXX Average Daily Traffic

Not to Scale

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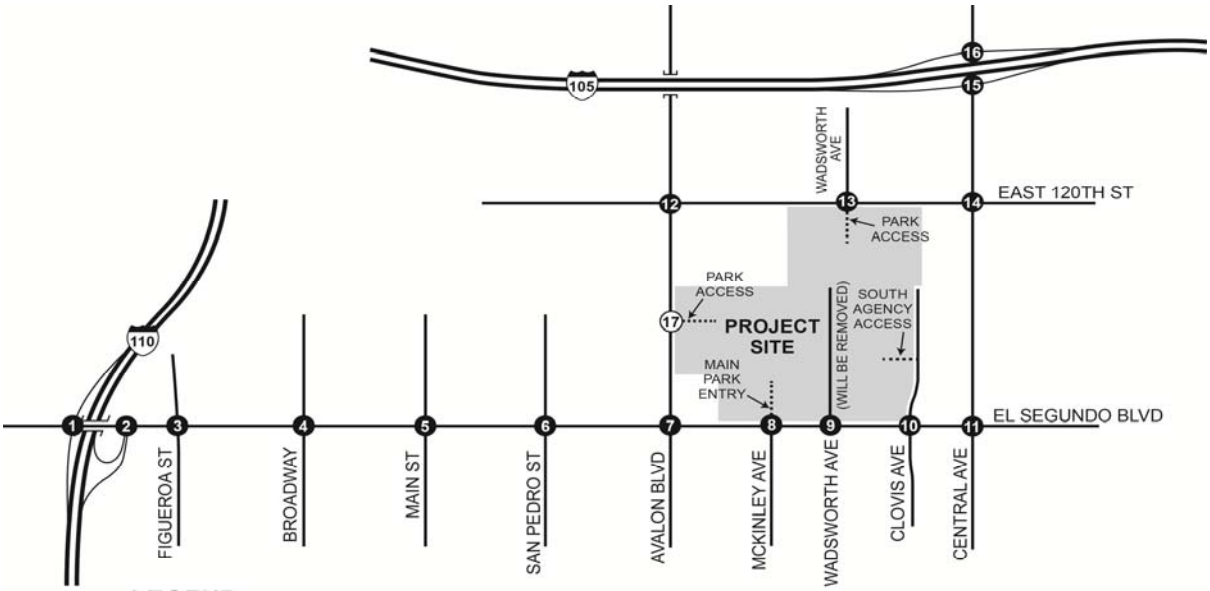
EXISTING ROADWAY SEGMENT DAILY VOLUMES

EXHIBIT 5

I-110 SB Ramps / El Segundo Blvd.				I-110 NB Ramps / El Segundo Blvd.				Figueroa St. / El Segundo Blvd.				Broadway / El Segundo Blvd.			
742/368	1/0	477/416	I-110 SB Ramps			1364/706	311/183	142/90	363/291	89/77	Figueroa St.	92/72	221/151	36/78	Broadway	127/96	1320/726	93/36	59/82	1027/677	94/23
El Segundo Blvd.	1	El Segundo Blvd.		El Segundo Blvd.	2	El Segundo Blvd.		El Segundo Blvd.	3	El Segundo Blvd.		El Segundo Blvd.	4	El Segundo Blvd.			
531/1201	446/599	I-110 SB Ramps		756/1211	258/436	I-110 NB Ramps	634/258	187/225	135/122	913/1137	335/136	Figueroa St.	116/160	361/502	54/137	50/103	528/1182	96/40	Broadway	69/103	207/297	17/111
Main St. / El Segundo Blvd.				San Pedro St. / El Segundo Blvd.				Avalon Blvd. / El Segundo Blvd.				McKinley Ave. / El Segundo Blvd.			
98/52	234/175	78/98	Main St.	130/80	124/142	46/64	San Pedro St.	107/80	427/440	92/149	Avalon Blvd.	124/109	828/486	101/102	961/678	11/19	
El Segundo Blvd.	5	El Segundo Blvd.		El Segundo Blvd.	6	El Segundo Blvd.		El Segundo Blvd.	7	El Segundo Blvd.		El Segundo Blvd.	8	El Segundo Blvd.			
58/109	395/1227	77/60	Main St.	71/104	228/377	26/90	56/105	324/1266	50/72	San Pedro St.	86/77	121/208	24/44	107/119	285/1133	71/113	Avalon Blvd.	63/115	394/614	79/148	406/1464	20/48	McKinley Ave.	24/13	14/13
Wadsworth Ave. / El Segundo Blvd.				Clovis Ave. / El Segundo Blvd.				Central Ave. / El Segundo Blvd.				Avalon Blvd. / 120th Street			
16/19	21/37	Wadsworth Ave.	42/48	1049/658	0/5	0/1	3/2	Clovis Ave.	4/2	1075/714	7/6	188/125	476/618	46/162	Central Ave.	67/74	881/460	107/116	44/29	544/463	59/88	Avalon Blvd.	81/70	341/357	123/99
El Segundo Blvd.	9	El Segundo Blvd.		El Segundo Blvd.	10	El Segundo Blvd.		El Segundo Blvd.	11	El Segundo Blvd.		120th Street	12	120th Street	
17/41	368/1335			1/5	421/1405	7/12	Clovis Ave.	14/6	0/0	7/9	118/229	274/994	47/155	Central Ave.	128/92	519/592	89/180	60/85	237/361	47/60	Avalon Blvd.	45/61	432/637	105/114
Wadsworth Ave. / 120th St.				Central Ave. / 120th Street				Central Ave. / I-105 EB Ramps				Central Ave. / I-105 WB Ramps			
18/19	15/23	Wadsworth Ave.	5/15	316/410	80/112	576/768	158/162	Central Ave.	137/138	401/202	88/54	553/736	501/440	Central Ave.		597/417	891/910	Central Ave.	358/569	0/0	165/276
120th Street	13	120th Street		120th Street	14	120th Street		I-105 EB Ramps	15	I-105 EB Ramps		I-105 WB Ramps	16	I-105 WB Ramps	
6/29	258/543			108/123	301/358	27/80	Central Ave.	63/63	611/755	78/91	546/507	1/222	351/395	Central Ave.	647/756	321/337	288/304	903/939



LEGEND

xx/xx AM/PM Peak Hour Volumes

(XX) Existing Study Intersection

(XX) Proposed Project Access Intersection *

Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

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EXISTING
AM/PM PEAK HOUR INTERSECTION VOLUMES
EXHIBIT 6

Table 4 summarizes the existing a.m. and p.m. peak hour LOS of the unsignalized study intersections using the 2000 HCM methodology. Detailed HCM calculation sheets are contained in Appendix B.

Table 4
Existing Conditions Intersection Levels of Service (LOS)
Unsignalized Study Intersections

Study Intersection		Jurisdiction	AM Peak Hour		PM Peak Hour	
			Delay [(1)]	LOS	Delay [(1)]	LOS
9.	Wadsworth Ave. / El Segundo Blvd.	Los Angeles County	18.4	C	14.5	B
10.	Clovis Ave. / El Segundo Blvd.	Los Angeles County	25.1	D	21.2	C
13.	Wadsworth Ave. / 120th St.	City of Los Angeles	10.6	B	12.8	B

Note: Analysis performed using 2000 HCM methodology for unsignalized intersections.
[(1)] Delay indicated in seconds per vehicle.

As shown in Table 4, the unsignalized study intersections are currently operating at acceptable levels of service based on Los Angeles County level of service standards (LOS E or better).

Existing Transit Service

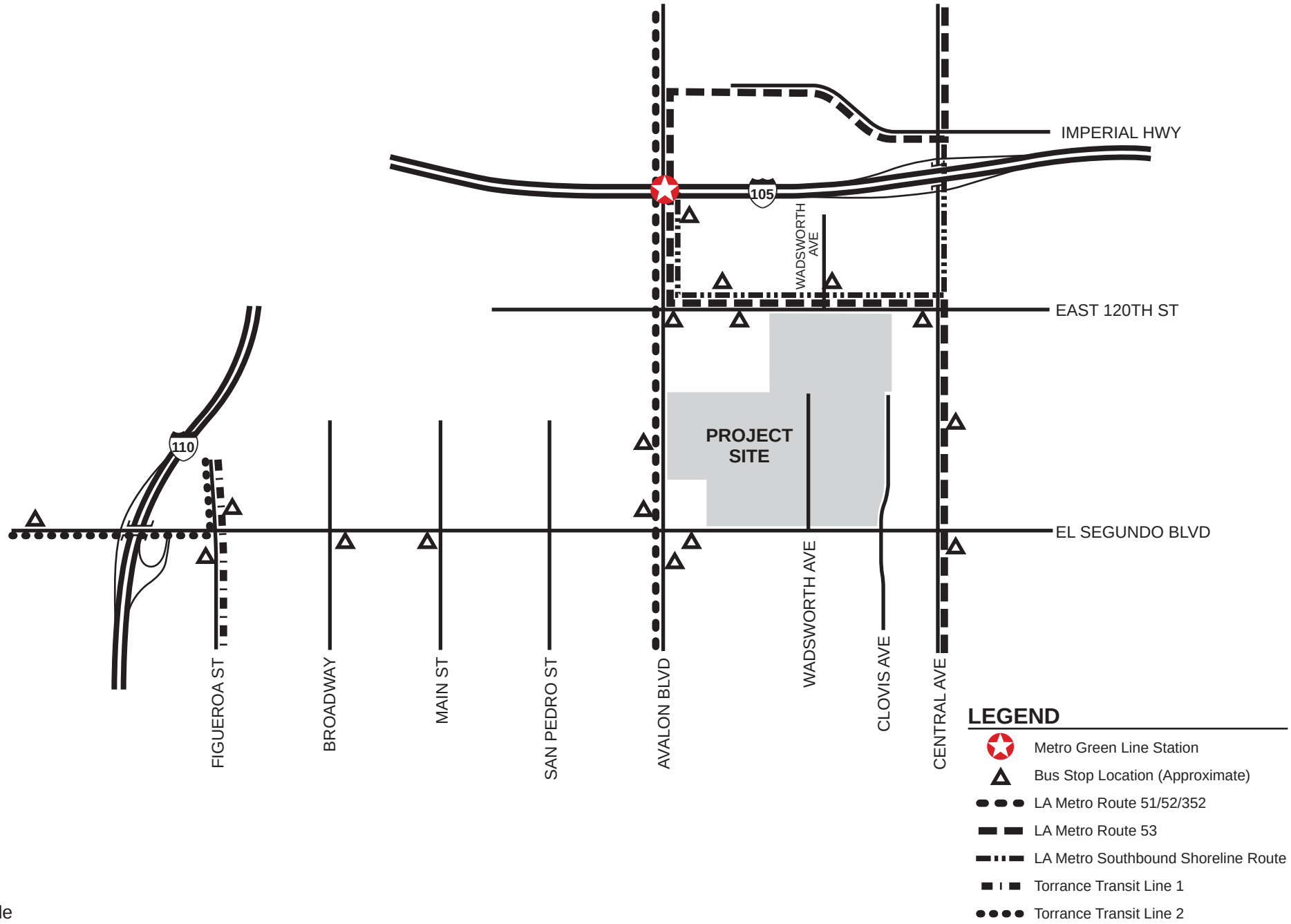
Fixed-route public transportation services in the project area are currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Torrance Transit Agency. **Exhibit 7** illustrates transit routes serving the project area including four Metro bus routes, one Metro rail line, and two Torrance Transit bus routes.

There are seven bus stations located on the street frontages adjacent to the project site. Five stations are located on 120th Street along the north project boundary. Two stations are located on Avalon Boulevard along the western project boundary. In addition, the Avalon Green Line metro station is located approximately ½ mile to the northwest of the project site above Avalon Boulevard at the I-105 overpass. The project site is linked directly to the Green Line metro station by Metro routes 51/52/352 and Torrance Transit Line 2.

LA Metro Transit Routes

LA Metro Green Rail Line (Line 803) is a 20-mile long elevated light rail line running between Redondo Beach and the City of Norwalk. The fully grade separated route runs partly in the median of I-105 and is also known as Line 803. This line runs every day, including holidays, at a peak frequency of approximately 8 minutes during peak commute hours. This route includes connections to Metro Silver Line is at the Harbor Freeway Station and to the Metro Blue Line at the Rosa Parks (Willowbrook) Station. The eastern terminus is located at the Norwalk Green Line station. The western terminus is located at Redondo Beach Green Line station.

LA Metro Bus Routes 51/52/352 are local north/south lines that provide service from Los Angeles to the City of Compton and travels primarily along Avalon Boulevard adjacent to the project site. These lines run every day including holidays at a peak frequency of approximately 10 minutes. The northern terminus is located at the intersection of Wilshire/Vermont Metro Station in Los Angeles. The southern terminus is located at the Martin Luther King Jr. Transit Center in Compton.



Not to Scale

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EXISTING TRANSIT ROUTES

EXHIBIT 7

LA Metro Bus Route 53 is a local north/south line that provides service from the City of Carson to downtown Los Angeles and travel primarily along Central Avenue, 120th Street, and Avalon Boulevard near the project site. This line runs every day, including holiday, at a peak frequency of approximately 10 minutes. The northern terminus is located at the intersection of Beaudry Avenue and 5th Street in downtown Los Angeles. The southern terminus is located at California State University in Carson.

Torrance Transit Routes

Torrance Transit Line 1 & 2 are a local north/south line that provides service from its southern terminus at the Del Amo Mall in Torrance to the northern terminus at the Greenline Harbor Freeway. Line 1 runs every day including holidays at a peak frequency of approximately 20 minutes. Line 2 runs Monday through Saturday including holidays at a peak frequency of approximately 4 minutes.

Existing Bicycle Facilities

Los Angeles County adopted the 2012 Bicycle Master Plan on March 13, 2012 and the City of Los Angeles approved the 2010 Bicycle Plan on March 1, 2011. The Bicycle Plans include the following bicycle facilities: Class-I Bicycle Paths, Class-II Bicycle Lanes, and Class-III Bicycle Routes and Bicycle-Friendly Streets.

Bicycle facilities are classified based on a standard typology, which is described in further details below:

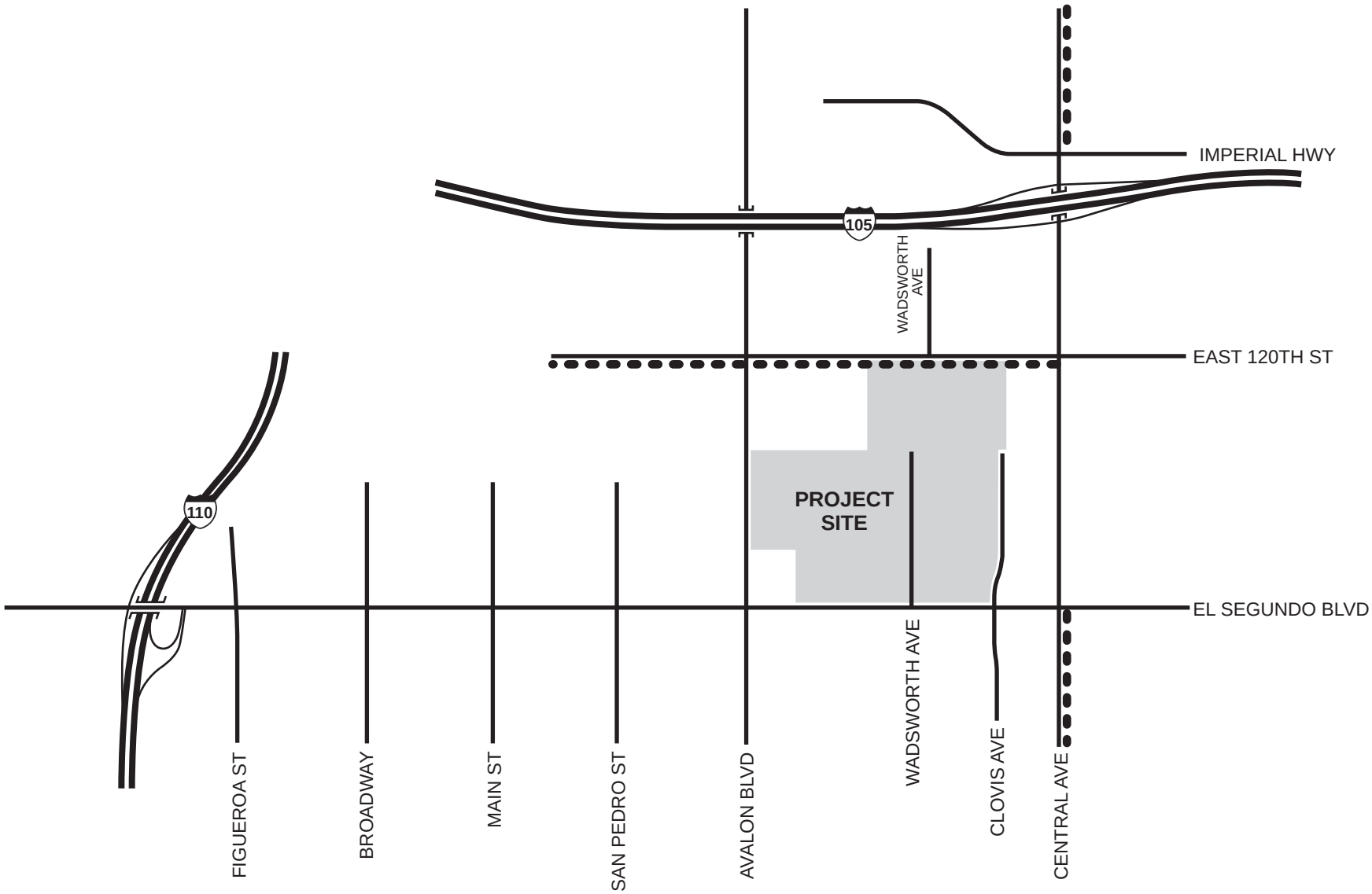
- **Class I Bikeways (Bicycle Paths)** provide a separated right-of-way for bicycle travel that is typically shared with pedestrians and provides a 10- to 12-foot-wide path. Bike path intersections are usually minimized, and street crossings often require special treatment.

- **Class II Bikeways (Bicycle Lanes)** provide on-street right-of-way in the form of a striped lane for the exclusive use of bicyclists, except where right-turning vehicles are allowed to encroach. Bicycle lanes are typically 5 feet wide and located to the right of vehicular travel lanes.

- **Class III Bikeways (Bicycle Routes)** are signed routes for use by bicyclists without the benefit of allocated right-of-way. Bicyclists share lanes with motor vehicles. Bike routes are typically designated along streets with wider curb lanes or are otherwise better suited for bicycle travel.

- **Class III Bikeways (Bicycle Friendly Streets)** are primarily on collector and local roadways. These corridors generally parallel major commercial corridors, and have the potential to provide access to local destinations and provide connections to other bicycle facilities.

Exhibit 8 shows the locations of designated bikeways within the project study area. The existing Class-II bike lanes located along the northern project site boundary on 120th Street provide the only bicycle access route to the project area. This Class-II bike facility runs on both sides of 120th Street between Central Avenue and Main Street. Additional Class-II bike lanes are located on Central Avenue south of El Segundo Boulevard and north of Imperial Highway. There is no bicycle parking provided within the project area.



LEGEND

Class II Bike Route

Not to Scale

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EXISTING BICYCLE FACILITIES

EXHIBIT 8

Bikeway connections to and across El Segundo Boulevard and Avalon Boulevard are limited today. However, Los Angeles County Bicycle Master Plan proposes to install east-west Class-II bike lanes at the southern project boundary along El Segundo Boulevard between Central Avenue and Broadway. Other proposed improvements include new north-south Class-II bicycle lanes on both Avalon Boulevard and Central Avenue between 120th Street to El Segundo Boulevard.

Existing Pedestrian Facilities

The existing park area includes a network of on-site pedestrian trails that are used for recreational walking, jogging, bicycling, and fitness course facilities as well as linkages to the pedestrian network on connecting streets. Direct connections from the existing park to the surrounding sidewalk network are located on 120th Street, Avalon Boulevard, El Segundo Boulevard, and Wadsworth Avenue.

Sidewalks are provided on all street segments adjacent to the project site. 120th Street generally provides an inviting streetscape with sidewalks approximately twelve feet wide and on-street parking which provides an additional buffer from the vehicular travel way. Sidewalks on Avalon Boulevard and El Segundo Boulevard vary in width between four and twelve feet and can be interrupted by numerous driveways providing access to residential and commercial land uses. In addition, high traffic speeds and volumes, automobile-oriented land uses and prevalence of off-street parking lots make the pedestrian environment disengaging and lined with potential conflicts along project site's frontages on Avalon Boulevard and El Segundo Boulevard.

Marked crosswalks are primarily located at signalized intersections, while unsignalized marked crossings at intersections are located at only two locations including Stanford Avenue and 120th Street and Avalon Boulevard and 122nd Street. Crossing distances range from 50 feet at Stanford Avenue to 80 feet at the existing park's west entrance near Avalon Boulevard and 126th Street.

PROJECT DESCRIPTION

The Earvin Magic Johnson Park Master Plan Project proposes to redevelop and expand the existing 104-acre park into a 126-acre park that includes the former 16-acre Ujima Village Housing Project and former 6-acre Honey's Little Angels Learning Center. The Master Plan proposes to transform the existing passive park into a developed active park with many new recreational facilities and amenities, which are listed below:

- 20,000 square-foot Community Event Center
- 21,000 square-foot Gymnasium
- 10-acre Equestrian Center
- 10-acre County Parks and Recreation Department South Agency Headquarters
- 25,000 square-foot Aquatics Center
- 3,000-seat Multi-Purpose Stadium
- 3 Outdoor Athletic Fields (6 acres total)
- 1,500-seat Amphitheater
- 15,000 square-foot Skate Park
- 2 Outdoor Basketball Courts (4,600 square-feet total)
- 4 Playground Areas (10,000 square-feet total)
- 1-acre Dog Park Area
- 10,000 square-foot Interactive Fountain Area
- 8.75-acre Lake and Reflecting Pool
- Kayak and Paddleboat Rentals
- 10,000 square-foot Model Boat Area
- 1,500 square-foot Fishing Dock
- 1,250 square-foot Wedding Pavilion
- 10,000 square-foot Sculpture Garden
- 10,000 square-foot Civic Plaza
- 5 Exercise Equipment Station Areas
- 4+ miles of Walking Trails

The proposed Master Plan project is a long-range plan that may take 10-20 years to complete; however, this analysis conservatively assumes full build-out of the project under each study scenario. At the time of writing this report, there was no phasing plan identified for the project.

The approximately 1,700-foot segment of Wadsworth Avenue that currently provides primary access to the existing park will be eliminated in the development of the Master Plan Project. The main entry to the park will be relocated to the west and will be aligned with the existing signalized intersection of McKinley Avenue at El Segundo Boulevard.

There is currently one secondary park entry on 120th Street and another secondary park entry is currently provided on Avalon Boulevard. Both of these existing driveways will be removed as part of the project, and new secondary entry driveways will be provided near the existing locations. A secondary entry will be provided on 120th Street and will be aligned with the existing unsignalized intersection of Wadsworth Avenue at 120th Street. Two entry driveways will be provided on Avalon Boulevard for the parking area adjacent to the proposed Equestrian Center.

All of the 244 existing parking spaces will be removed to develop the Master Plan Project, and new parking areas will be provided around the park, with a total of approximately 1,800 parking spaces proposed.

PROJECT TRIP GENERATION

To determine the trips forecast to be generated by the proposed project, trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition, 2012) were used where applicable. Due to the unique facilities proposed for the Master Plan Project, individual trip rates were applied to several of these facilities to derive a more conservative trip generation rather than using a generalized park trip rate for the entire Master Plan Project. For the park amenities in which an individual trip rate was not applied, a general park trip rate was used based on the combined acreage of these amenities.

The ITE *Trip Generation Manual* does not provide trip rates for any uses similar to the proposed Multi-Purpose Stadium, Amphitheater, and Equestrian Center. Therefore, other sources were used to derive trip generation for these uses. The SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002) was used to calculate the trip generation for the proposed Multi-Purpose Stadium and Amphitheater uses. The trip generation for the proposed Equestrian Center was calculated using trip rates derived from a trip generation study performed for the Sycamore Trails Stables Equestrian Center near San Juan Capistrano, California (prepared by LLG Engineers in December 2008).

Excerpts from the ITE *Trip Generation Manual* (9th Edition, 2012) and SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002), and a copy of the *Sycamore Trails Stables Equestrian Center Trip Generation Study (*LLG Engineers, 2008) are provided in Appendix C.

Existing Park Trip Generation

Existing driveway counts were collected at the three park access points to determine the number of trips that are currently generated by the existing park, which were extracted from the total trip generation for the proposed Earvin Magic Johnson Master Plan Project. All vehicles entering and exiting the park at the three access points on Wadsworth Avenue, Avalon Boulevard and 120th Street were counted on a typical weekday during the a.m. and p.m. peak hours. The existing driveway counts are provided in Appendix C.

The trip generation of the existing park area based on the driveway counts is summarized in Table 5. As shown in Table 5, the existing park area currently generates approximately 214 a.m. peak hour trips and approximately 289 p.m. peak hour trips based on the counts collected at the three existing access driveways.

The total trips per day generated by the existing park were estimated by multiplying the p.m. peak hour trips by 10. Based on the total p.m. peak hour driveway counts, it is estimated that the existing park generates approximately 2,890 trips per day.

Table 5
Existing Park Trip Generation

Trip Generation Rates Derived From Existing Driveway Counts

Land Use	Unit	Daily (per unit)	AM Peak Hour			PM Peak Hour		
			Total (per unit)	Inbound (% AM)	Outbound (% AM)	Total (per unit)	Inbound (% PM)	Outbound (% PM)
Existing Park	acres	27.79	2.06	59%	41%	2.78	60%	40%

Existing Park Trip Generation

Land Use	Size	Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	Inbound	Outbound	Total	Inbound	Outbound
Existing Park	104	acres	2,890	214	126	88	289	173	116

The driveway counts were also used to develop generalized park trip rates during the peak hours and per day, which were compared with the published ITE trip rates for a City or County park use. Table 5 shows that based on the existing driveway counts, the following trip rates were calculated for the existing park:

Trip Rates from Existing Driveway Counts
AM Peak Hour Trip Rate: **2.06 trips per acre** (59% entering, 41% exiting based on counts)
PM Peak Hour Trip Rate: **2.78 trips per acre** (60% entering, 40% exiting based on counts)
Daily Trip Rate: **27.79 trips per acre** (estimated based on p.m. counts x 10)

The published ITE *Trip Generation Manual* (9th Edition, 2012) trip rates for City Park (Land Use 411) and County Park (Land Use 412) were reviewed and compared to the trip rates derived from the existing park driveway counts. The ITE trip rates for City Park and County Park are shown below:

City Park (Land Use 411)
AM Peak Hour Trip Rate: **Not Provided**
PM Peak Hour Trip Rate: **Not Provided**
Daily Trip Rate: **1.89 trips per acre**

County Park (Land Use 412)
AM Peak Hour Trip Rate: **0.02 trips per acre** (61% entering, 39% exiting)
PM Peak Hour Trip Rate: **0.09 trips per acre** (61% entering, 39% exiting)
Daily Trip Rate: **2.28 trips per acre**

As shown, there is insufficient peak hour data for the published ITE City Park trip rates, and the daily trip rate shown for a City Park use is significantly lower than the daily trip rate derived from the driveway counts. The published ITE County Park trip rates are also significantly lower than the trip rates based on the existing driveway counts.

Based on the insufficient data and significantly lower trip rates published in the ITE *Trip Generation Manual* for similar park uses, the trip rates that were developed from the existing driveway counts were applied to the acreage of the proposed park amenities in which individual trip rates were not applied. Using the trip rates derived from the existing driveway counts not only provides a more conservative analysis, but also provides a more accurate estimation of future trips based on the existing park usage.

Proposed Project Trip Generation

Table 6 shows the proposed project trip generation rates, and Table 7 summarizes the trip generation of the proposed Earvin Magic Johnson Master Plan Project. As shown, trip generation was calculated individually for several of the proposed park facilities and amenities, and a general park trip rate based on the existing driveway counts was applied to the park acreage that doesn't include the facilities/amenities calculated individually.

It is assumed that approximately 10% of the total trips generated by the proposed facilities and amenities would travel from one site to the other within the park and stay internal to the project site. Therefore, an internal trip capture reduction of 10% was applied to the total trip generation to account for these internal trips.

The existing park trip generation was then subtracted from the total park trip generation since these are trips that are already occurring at the existing park. The resulting calculation is the net increase in trips associated with the proposed project.

As shown in Table 7, the proposed Earvin Magic Johnson Master Plan Project is forecast to generate a net increase of approximately 3,489 trips per day, with a net increase of approximately 208 trips during the a.m. peak hour, and a net increase of approximately 699 trips during the p.m. peak hour.

It must be emphasized that the trip generation shown in Table 7 is based on a worst-case scenario in which events and activities at all of the proposed facilities would be occurring at the same time during the a.m. and p.m. peak hours.

Table 6
Proposed Project Trip Generation Rates

Land Use	Unit	Daily (per unit)	AM Peak Hour			PM Peak Hour		
			Total (per unit)	Inbound (% AM)	Outbound (% AM)	Total (per unit)	Inbound (% PM)	Outbound (% PM)
Outdoor Stadium (SANDAG trip rate) [1]	seats	0.20	0.33%	70%	30%	8%	60%	40%
Athletic Fields (ITE Soccer Complex trip rate) [2]	fields	71.33	1.12	57%	43%	17.70	67%	33%
Indoor Gym (ITE Athletic Club trip rate) [3]	TSF	43.00	2.97	61%	39%	5.96	62%	38%
Equestrian Center (*Sycamore Trails Stables* trip rate) [4]	stables	2.21	0.13	69%	31%	0.28	46%	54%
Amphitheater (SANDAG Outdoor Stadium trip rate) [5]	seats	0.20	0.33%	70%	30%	8%	60%	40%
Community Center	TSF	33.82	2.05	66%	34%	2.74	49%	51%
Aquatics Center (ITE Athletic Club trip rate) [6]	TSF	43.00	2.97	61%	39%	5.96	62%	38%
South Agency Headquarters (Single Tenant Office Building trip rate) [7]	staff	3.70	0.53	89%	11%	0.51	15%	85%
Other Park Amenities (based on existing driveway counts) [8]	acres	27.79	2.06	59%	41%	2.78	60%	40%

Sources: ITE *Trip Generation Manual*, 9th Edition, 2012. SANDAG *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (April 2002). *Sycamore Trails Stables Equestrian Center Trip Generation Study (*LLG Engineers, 2008)

[1] ITE does not have trip generation rates for a stadium use; therefore, the San Diego Association of Governments (SANDAG) trip rate for an Outdoor Stadium use was applied to develop the trip generation.

[2] The closest land use trip rate included in the ITE Trip Generation Manual is for a Soccer Complex (LU Code 488). Therefore, the Soccer Complex trip rate was applied to the proposed Athletic Fields to develop the trip generation.

[3] The closest land use trip rate included in the ITE Trip Generation Manual is for an Athletic Club (LU Code 493). Therefore, the Athletic Club trip rate was applied to the proposed Indoor Gym to develop the trip generation.

[4] Neither ITE nor SANDAG have trip generation rates for an Equestrian Center. A trip generation study was prepared for the Sycamore Trails Stables Equestrian Center near San Juan Capistrano, California, in which trip rates were developed based on existing driveway counts. Therefore, the trip rate developed for the Sycamore Trail Stables was applied to the proposed Equestrian Center.

[5] ITE does not have trip generation rates for an amphitheater use; and the closest known published trip rate is the SANDAG trip rate for an Outdoor Stadium use. Therefore, the SANDAG trip rate for an Outdoor Stadium was applied to develop the trip generation for the proposed amphitheater.

[6] The closest land use trip rate included in the ITE Trip Generation Manual is for an Athletic Club (LU Code 493). Therefore, the Athletic Club trip rate was applied to the proposed Aquatics Center to develop the trip generation.

[7] The ITE trip rate for a Single Tenant Office Building (LU Code 715) was applied to develop the trip generation for the proposed relocated South Community Agency Headquarters for Los Angeles County Parks and Recreation Department. Number of staff was used as the unit of measure to calculate the trip generation because the majority of building square-footage will be used for equipment storage use.

[8] The trip generation rate of the existing park, which was calculated based on driveway counts at the park access points, was applied to the other 94.5 acres of the redeveloped park aside from the specific uses identified in this table. The ITE City Park or County Park trip rates were not used because of insufficient data and because the published ITE trip rates are significantly lower than the existing park trip rate. The "other park amenities" include the proposed skate park, picnic areas, splash pads and children's play areas, wedding pavilion, walking trails, and the acreage of the proposed lake that will be used for fishing, kayaking and paddle boating.

Table 7
Proposed Project Trip Generation

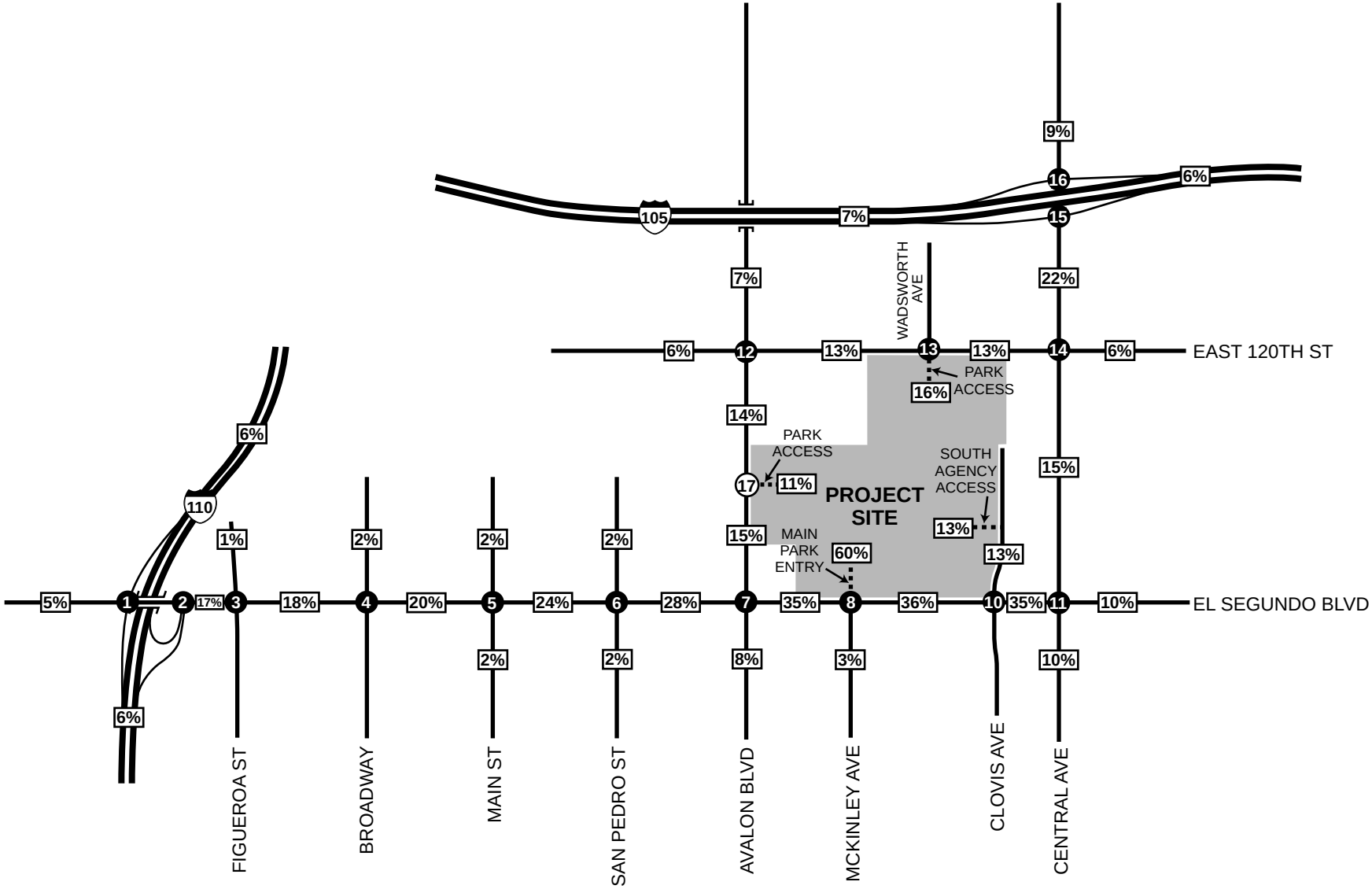
Land Use	Size	Unit	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	Inbound	Outbound	Total	Inbound	Outbound
Redeveloped Park Trip Generation (126 Acres Total)									
Outdoor Stadium	3,000	seats	600	10	7	3	240	144	96
Athletic Fields	3	fields	214	3	2	1	53	36	18
Indoor Gym	21	TSF	903	62	38	24	125	78	48
Equestrian Center	105	stables	232	14	9	4	29	14	16
Amphitheater	1,500	seats	300	5	4	2	120	72	48
Community Center	20	TSF	676	41	27	14	55	27	28
Aquatics Center	25.4	TSF	1,092	75	46	29	151	94	58
South Agency Headquarters	120	staff	444	64	57	7	61	9	52
Other Park Amenities [8]	94.5	acres	2,626	194	114	80	263	157	105
		Subtotal	*7,088*	*469*	*304*	*165*	*1,098*	*630*	*468*
10% Internal Trip Capture (do not leave park site)			-709	-47	-30	-16	-110	-63	-47
Subtotal with Internal Trip Capture Reduction			*6,379*	*422*	*274*	*148*	*988*	*567*	*421*
Existing Park Trip Generation (Subtracted from Total Trips)									
Existing Park Use	104	acres	-2,890	-214	-126	-88	-289	-173	-116
Net Increase in Trips			**3,489**	**208**	**148**	**60**	**699**	**394**	**305**

Project Trip Distribution and Assignment

As required by Los Angeles County, the Regional Daily Trip Distribution Factors (Exhibit D-3) from the 2010 CMP TIA Guidelines were utilized to develop the trip distribution for the proposed project. The project site is located with Regional Statistical Area (RSA) 21, and the suggested trip distribution percentages for RSA 21 were generally used to distribute the project trips outside of the study area. Within the immediate study area, the trip distribution was refined based on the existing roadway network and surrounding land uses, existing traffic patterns and access to Interstate 110 and Interstate 105.

Exhibit 9 illustrates the trip distribution for the proposed Earvin Magic Johnson Master Plan Project. Utilizing the project trip distribution shown in Exhibit 9, the forecast project-generated trips were assigned to the roadway network.

Exhibit 10 shows the daily project trip assignment, and the a.m./p.m. peak hour project trip assignment at the study intersections is shown in **Exhibit 11**.



Not to Scale

LEGEND

XX% Trip Distribution Percentage

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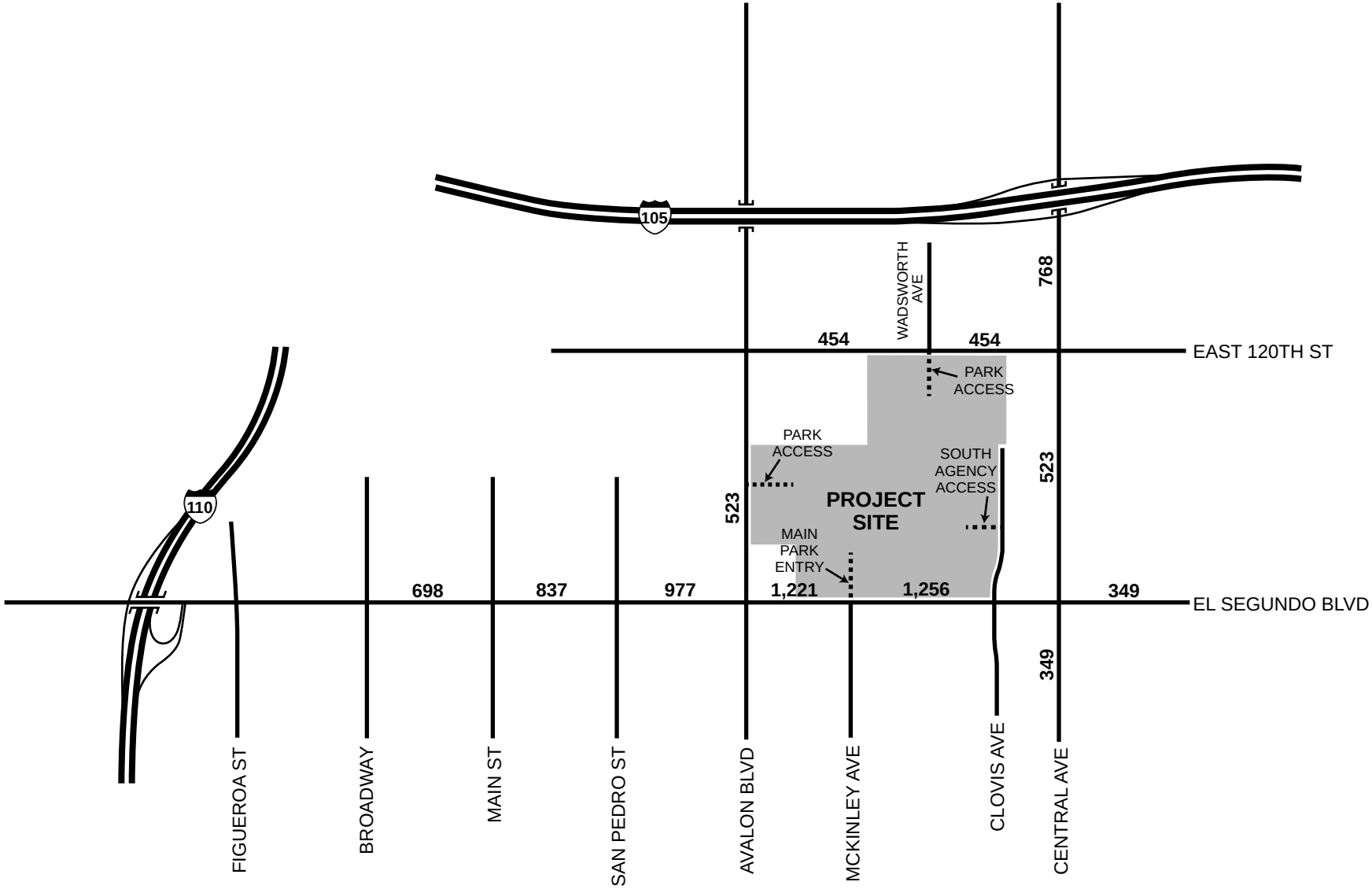
PROJECT TRIP DISTRIBUTION

JN 140796 APRIL 2015

EXHIBIT 9



LEGEND

X,XXX Daily Project Trips

Not to Scale

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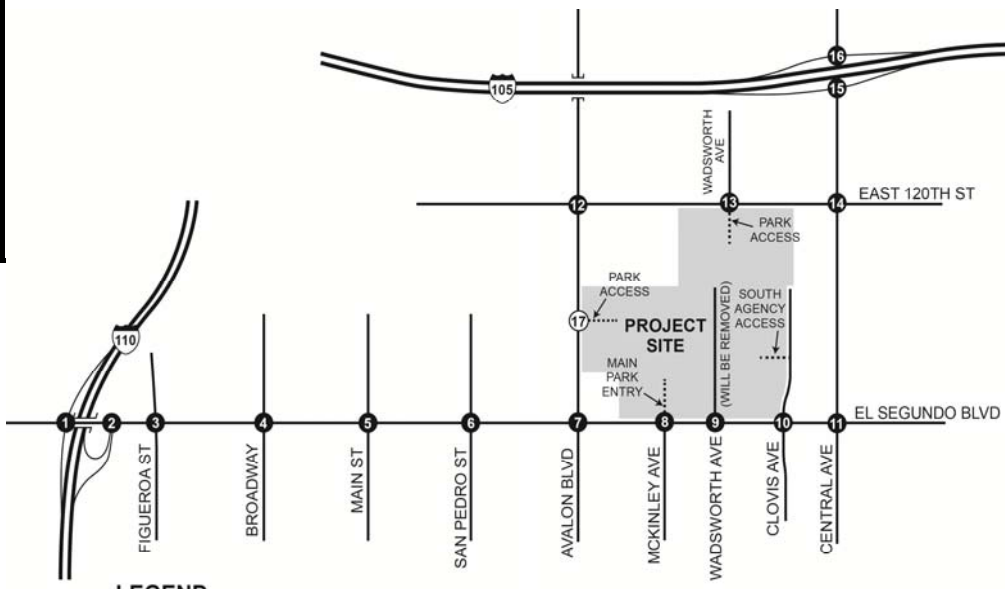
DAILY PROJECT TRIP ASSIGNMENT

JN 140796 APRIL 2015

EXHIBIT 10

I-110 SB Ramps / El Segundo Blvd.	I-110 NB Ramps / El Segundo Blvd.	Figueroa St. / El Segundo Blvd.	Broadway / El Segundo Blvd.
I-110 SB Ramps: ↖ 0/0 ↓ 0/0 ↙ 9/24; ← 3/15; ↙ 4/18	← 7/34; ↙ 4/18	Figueroa St.: ↖ 0/0 ↓ 0/0 ↙ 1/4; ← 1/3; ← 10/52; ↙ 0/0	Broadway: ↖ 0/0 ↓ 0/0 ↙ 3/8; ← 1/6; ← 11/55; ↙ 0/0
El Segundo Blvd. **1** El Segundo Blvd.	El Segundo Blvd. **2** El Segundo Blvd.	El Segundo Blvd. **3** El Segundo Blvd.	El Segundo Blvd. **4** El Segundo Blvd.
I-110 SB Ramps: → 7/20; ↘ 0/0	I-110 NB Ramps: → 16/43; ↘ 0/0; ↖ 0/0; ↗ 9/24	Figueroa St.: → 0/0; → 25/67; ↘ 0/0; ↖ 0/0; ↑ 0/0; ↗ 0/0	Broadway: → 0/0; → 27/71; ↘ 0/0; ↖ 0/0; ↑ 0/0; ↗ 0/0
Main St. / El Segundo Blvd.	**San Pedro St. / El Segundo Blvd.**	**Avalon Blvd. / El Segundo Blvd.**	**McKinley Ave. / El Segundo Blvd.**
Main St.: ↖ 0/0 ↓ 0/0 ↙ 3/8; ← 1/6; ← 12/61; ↙ 1/6	San Pedro St.: ↖ 0/0 ↓ 0/0 ↙ 3/8; ← 1/6; ← 14/73; ↙ 1/6	Avalon Blvd.: ↖ 3/15 ↓ 1/5 ↙ 14/28; ← 5/24; ← 14/71; ↙ 4/19	Project Access: ↖ 19/89 ↓ 2/8 ↙ 18/88; ← 32/134; ← 3/25; ↙ 0/0
El Segundo Blvd. **5** El Segundo Blvd.	El Segundo Blvd. **6** El Segundo Blvd.	El Segundo Blvd. **7** El Segundo Blvd.	El Segundo Blvd. **8** El Segundo Blvd.
Main St.: → 0/0; → 30/79; ↘ 0/0; ↖ 0/0; ↑ 0/0; ↗ 3/8	San Pedro St.: → 0/0; → 36/95; ↘ 0/0; ↖ 0/0; ↑ 0/0; ↗ 3/8	Avalon Blvd.: → 5/23; → 36/88; ↘ 0/0; ↖ 0/0; ↑ 2/8; ↗ 10/24	McKinley Ave.: → 32/135; → 28/4; ↘ 0/0; ↖ 0/0; ↑ 3/12; ↗ 0/0
Wadsworth Ave. / El Segundo Blvd.	**Clovis Ave. / El Segundo Blvd.**	**Central Ave. / El Segundo Blvd.**	**Avalon Blvd. / 120th Street**
INTERSECTION REMOVED WITH PROJECT	Clovis Ave.: ↖ 3/25 ↓ 0/0 ↙ 4/27; ← 29/5; ← 32/134; ↙ 0/0	Central Ave.: ↖ 31/60 ↓ 0/0 ↙ 0/0; ← 0/0; ← 15/39; ↙ 0/0	Avalon Blvd.: ↖ 0/0 ↓ 8/16 ↙ 3/12; ← 2/8; ← 2/8; ↙ 6/24
	El Segundo Blvd. **10** El Segundo Blvd.	El Segundo Blvd. **11** El Segundo Blvd.	120th Street **12** 120th Street
	Clovis Ave.: → 28/4; → 18/88; ↘ 0/0; ↖ 0/0; ↑ 0/0; ↗ 0/0	Central Ave.: → 10/53; → 6/31; ↘ 6/31; ↖ 15/39; ↑ 0/0; ↗ 0/0	Avalon Blvd.: → 0/0; → 3/12; ↘ 6/12; ↖ 2/11; ↑ 3/14; ↗ 4/20
Wadsworth Ave. / 120th St.	**Central Ave. / 120th Street**	**Central Ave. / I-105 EB Ramps**	**Central Ave. / I-105 WB Ramps**
Wadsworth Ave.: ↖ 0/0 ↓ 0/0 ↙ 0/0; ← 0/0; ← 5/19; ↙ 7/31	Central Ave.: ↖ 9/39 ↓ 24/48 ↙ 0/0; ← 0/0; ← 3/12; ↙ 6/12	Central Ave.: ↓ 23/59 ↙ 0/0	Central Ave.: ↖ 0/0 ↓ 13/35; ← 0/0; ← 0/0; ↙ 10/24
120th Street **13** 120th Street	120th Street **14** 120th Street	I-105 EB Ramps **15** I-105 EB Ramps	I-105 WB Ramps **16** I-105 WB Ramps
Project Access: → 0/0; → 3/13; ↘ 7/31; ↖ 4/20; ↑ 0/0; ↗ 4/20	Central Ave.: → 5/26; → 2/8; ↘ 0/0; ↖ 0/0; ↑ 8/43; ↗ 2/11	Central Ave.: → 0/0; → 0/0; ↘ 10/28; ↑ 10/49; ↗ 4/19	Central Ave.: ↖ 4/21; ↑ 5/27
Avalon Blvd. / Project Access			
Avalon Blvd.: ↓ 15/33 ↙ 5/19; ↖ 3/13; ↙ 3/15			
17 Project Access			
Avalon Blvd.: ↑ 6/32; ↗ 5/23			



LEGEND

xx/xx AM/PM Peak Hour Volumes

(XX) Existing Study Intersection

(XX) Proposed Project Access Intersection *

Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

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AM/PM PEAK HOUR PROJECT TRIP ASSIGNMENT

EXHIBIT 11

EXISTING PLUS PROJECT CONDITIONS

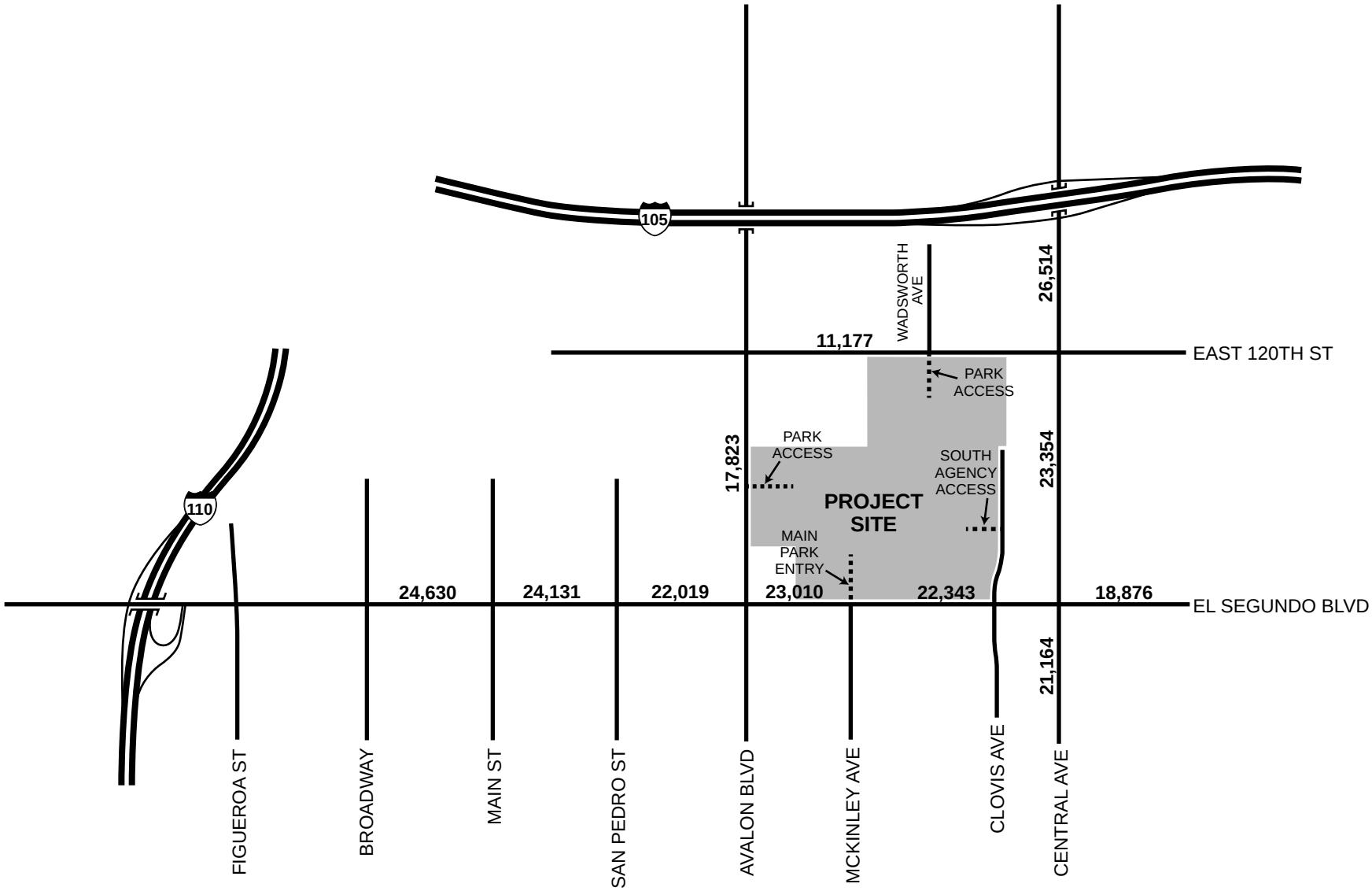
To determine the Existing Plus Project operating conditions at the study intersections, the project-generated trips were added to the existing conditions volumes. **Exhibit 12** shows Existing Plus Project roadway segment daily volumes and **Exhibit 13** shows Existing Plus Project a.m. and p.m. peak hour intersection volumes.

Table 8 summarizes the Existing Plus Project a.m. and p.m. peak hour LOS of the signalized study intersections. Table 9 summarizes the Existing Plus Project a.m. and p.m. peak hour LOS of the unsignalized study intersections using the 2000 HCM methodology. Detailed ICU and HCM calculation sheets are contained in Appendix D.

As shown in Table 8, with the addition of project-related traffic to existing a.m. and p.m. peak hour traffic volumes, all signalized study intersections are forecast to continue operating at acceptable levels of service based on Los Angeles County level of service standards (LOS E or better).

As shown in Table 9, with the addition of project-related traffic to existing a.m. and p.m. peak hour traffic volumes, all unsignalized study intersections are forecast to continue operating at acceptable levels of service based on Los Angeles County level of service standards (LOS E or better).

The addition of project-related traffic to existing traffic volumes at the unsignalized study intersections does not result in a change in level of service to LOS F operations. In addition, operations at the unsignalized study intersections do not exceed LOS D; therefore, the significant impact thresholds based on increase in delay (2.0 seconds) are not exceeded. Therefore, no significant impacts were identified at the unsignalized study intersections under Existing Plus Project conditions and no mitigation measures are required.



LEGEND

XX,XXX Average Daily Traffic

Not to Scale

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EXISTING PLUS PROJECT ROADWAY SEGMENT DAILY VOLUMES

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EXHIBIT 12

I-110 SB Ramps / El Segundo Blvd.								
742/368	1/0	486/440	I-110 SB Ramps	← 1367/721	↙ 315/201			
El Segundo Blvd.			1	El Segundo Blvd.				
538/1221 →	446/599 ↘		I-110 SB Ramps					

I-110 NB Ramps / El Segundo Blvd.								
				← 1052/690	↙ 131/287			
El Segundo Blvd.			2	El Segundo Blvd.				
772/1254 →	258/436 ↘		I-110 NB Ramps	↖ 634/258	↗ 196/249			

Figueroa St. / El Segundo Blvd.								
142/90	363/291	90/81	Figueroa St.	↖ 128/99	← 1330/778	↙ 93/36		
El Segundo Blvd.			3	El Segundo Blvd.				
135/122 ↗	938/1204 →	335/136 ↘	Figueroa St.	↖ 116/160	↑ 361/502	↗ 54/137		

Broadway / El Segundo Blvd.								
92/72	221/151	39/86	Broadway	↖ 60/88	← 1038/732	↙ 94/23		
El Segundo Blvd.			4	El Segundo Blvd.				
50/103 ↗	555/1253 →	96/40 ↘	Broadway	↖ 69/103	↑ 207/297	↗ 17/111		

Main St. / El Segundo Blvd.								
98/52	234/175	81/106	Main St.	↖ 66/56	← 1035/658	↙ 80/58		
El Segundo Blvd.			5	El Segundo Blvd.				
58/109 ↗	425/1306 →	77/60 ↘	Main St.	↖ 71/104	↑ 228/377	↗ 29/98		

San Pedro St. / El Segundo Blvd.								
130/80	124/142	49/72	San Pedro St.	↖ 35/80	← 870/648	↙ 30/33		
El Segundo Blvd.			6	El Segundo Blvd.				
56/105 ↗	360/1361 →	50/72 ↘	San Pedro St.	↖ 86/77	↑ 121/208	↗ 27/52		

Avalon Blvd. / El Segundo Blvd.								
110/95	428/445	106/177	Avalon Blvd.	↖ 129/133	← 842/557	↙ 105/121		
El Segundo Blvd.			7	El Segundo Blvd.				
112/142 ↗	321/1221 →	71/113 ↘	Avalon Blvd.	↖ 63/115	↑ 396/622	↗ 89/172		

McKinley Ave. / El Segundo Blvd.								
19/89	2/8	18/88	Project Access	↖ 32/134	← 964/703	↙ 11/19		
El Segundo Blvd.			8	El Segundo Blvd.				
32/135 ↗	434/1468 →	20/48 ↘	McKinley Ave.	↖ 24/13	↑ 3/12	↗ 14/13		

Wadsworth Ave. / El Segundo Blvd.								
INTERSECTION REMOVED WITH PROJECT								

Clovis Ave. / El Segundo Blvd.								
3/30	0/1	7/29	Clovis Ave.	↖ 33/7	← 1107/848	↙ 7/6		
El Segundo Blvd.			10	El Segundo Blvd.				
29/9 ↗	439/1493 →	7/12 ↘	Clovis Ave.	↖ 14/6	↑ 0/0	↗ 7/9		

Central Ave. / El Segundo Blvd.								
219/185	476/618	46/162	Central Ave.	↖ 67/74	← 896/499	↙ 107/116		
El Segundo Blvd.			11	El Segundo Blvd.				
128/282 ↗	280/1025 →	53/186 ↘	Central Ave.	↖ 143/131	↑ 519/592	↗ 89/180		

Avalon Blvd. / 120th Street								
44/29	552/479	62/100	Avalon Blvd.	↖ 83/78	← 343/365	↙ 129/123		
120th Street			12	120th Street				
60/85 ↗	240/373 →	53/72 ↘	Avalon Blvd.	↖ 47/72	↑ 435/651	↗ 109/134		

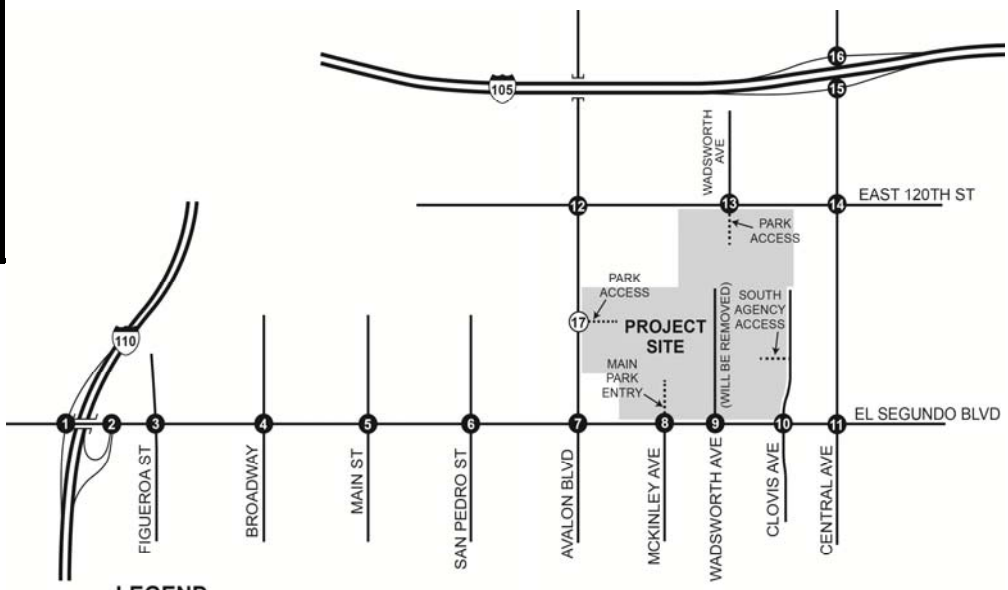
Wadsworth Ave. / 120th St.								
18/19	1/1	15/23	Wadsworth Ave.	↖ 5/15	← 321/429	↙ 7/31		
120th Street			13	120th Street				
6/29 ↗	261/556 →	7/31 ↘	Project Access	↖ 4/20	↑ 1/1	↗ 4/20		

Central Ave. / 120th Street								
89/151	600/816	158/162	Central Ave.	↖ 137/138	← 404/214	↙ 94/66		
120th Street			14	120th Street				
113/149 ↗	303/366 →	27/80 ↘	Central Ave.	↖ 63/63	↑ 619/798	↗ 80/102		

Central Ave. / I-105 EB Ramps								
576/795	501/440	Central Ave.						
I-105 EB Ramps			15	I-105 EB Ramps				
546/507 ↗	1/222 →	361/423 ↘	Central Ave.	↑ 657/805	↗ 325/356			

Central Ave. / I-105 WB Ramps								
597/417	904/945	Central Ave.	↖ 358/569	← 0/0	↙ 175/300			
I-105 WB Ramps			16	I-105 WB Ramps				
		Central Ave.	↖ 292/325	↑ 908/966				

Avalon Blvd. / Project Access								
641/702	5/19	Avalon Blvd.	↖ 3/13	↙ 3/15				
Project Access			17	Project Access				
		Avalon Blvd.	↑ 631/874	↗ 5/23				



LEGEND

xx/xx AM/PM Peak Hour Volumes

(XX) Existing Study Intersection

(XX) Proposed Project Access Intersection *

Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

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EXISTING PLUS PROJECT
AM/PM PEAK HOUR INTERSECTION VOLUMES

EXHIBIT 13

Table 8
Existing Plus Project Conditions Intersection Levels of Service (LOS)
Signalized Study Intersections

Study Intersection		Jurisdiction	Existing Conditions				Existing Plus Project Conditions				Increase in V/C	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM
1.	I-110 SB Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.918	E	0.759	C	0.923	E	0.779	C	0.005	0.020
2.	I-110 NB Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.709	C	0.810	D	0.720	C	0.843	D	0.011	0.033
3.	Figueroa St. / El Segundo Blvd.	City of Los Angeles	0.802	D	0.697	B	0.805	D	0.721	C	0.003	0.024
4.	Broadway / El Segundo Blvd.	Los Angeles County	0.521	A	0.529	A	0.524	A	0.549	A	0.003	0.020
5.	Main St. / El Segundo Blvd.	Los Angeles County	0.560	A	0.608	B	0.563	A	0.634	B	0.003	0.026
6.	San Pedro St. / El Segundo Blvd.	Los Angeles County	0.491	A	0.536	A	0.494	A	0.570	A	0.003	0.034
7.	Avalon Blvd. / El Segundo Blvd.	Los Angeles County	0.579	A	0.732	C	0.606	B	0.784	C	0.027	0.052
8.	McKinley Ave. / El Segundo Blvd.	Los Angeles County	0.226	A	0.459	A	0.379	A	0.525	A	0.153	0.066
11.	Central Ave. / El Segundo Blvd.	Los Angeles County	0.719	C	0.779	C	0.740	C	0.789	C	0.021	0.010
12.	Avalon Blvd. / 120th Street	City of Los Angeles	0.632	B	0.660	B	0.638	B	0.696	B	0.006	0.036
14.	Central Ave. / 120th Street	City of Los Angeles	0.851	D	0.615	B	0.861	D	0.629	B	0.010	0.014
15.	Central Ave. / I-105 EB Ramps	City of Los Angeles / Caltrans	0.710	C	0.717	C	0.715	C	0.735	C	0.005	0.018
16.	Central Ave. / I-105 WB Ramps	City of Los Angeles / Caltrans	0.722	C	0.687	B	0.723	C	0.709	C	0.001	0.022

Note: Analysis performed using ICU 1 methodology.
V/C = volume-to-capacity ratio

Table 9
Existing Plus Project Conditions Intersection Levels of Service (LOS)
Unsignalized Study Intersections

Study Intersection		Jurisdiction	Existing Conditions				Existing Plus Project Conditions				Increase in Delay [1]	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
			Delay [1]	LOS	Delay [1]	LOS	Delay [1]	LOS	Delay [1]	LOS	AM	PM
9.	Wadsworth Ave. / El Segundo Blvd.	Los Angeles County	18.4	C	14.5	B	*Intersection removed by project.*					
10.	Clovis Ave. / El Segundo Blvd.	Los Angeles County	25.1	D	21.2	C	22.3	C	23.4	C	-2.8 [2]	2.2
13.	Wadsworth Ave. / 120th St.	City of Los Angeles	10.6	B	12.8	B	11.0	B	15.2	C	0.4	2.4
17.	Avalon Blvd. / Project Access	Los Angeles County	*Does Not Exist*				12.3	B	14.9	B	N/A	

Note: Analysis performed using 2000 HCM methodology for unsignalized intersections. N/A = Not Applicable
[1] Delay indicated in seconds per vehicle.
[2] Under existing conditions, there are only left-turning vehicles at the southbound stop-controlled approach of the intersection. The project will add right-turning trips to the southbound approach, which results in a lower average delay at the southbound approach because delay for right-turn movements is always lower than for left-turns at an unsignalized intersection.

YEAR 2020 CUMULATIVE CONDITIONS – WITHOUT AND WITH PROJECT

Cumulative Projects

To determine the Year 2020 Cumulative conditions in the project study area, forecast traffic associated with approved or pending projects anticipated to be constructed in the next 4-6 years were added to existing traffic volumes. As required per the Los Angeles County TIA Guidelines, all approved or pending projects located in a one-and-a-half-mile radius of the project site must be included in the analysis.

Los Angeles County staff provided a list of three (3) cumulative projects within the required 1-1/2 mile radius that would generate traffic within the study area. In addition, three (3) cumulative projects located in the City of Compton within a 1-1/2 mile radius of the project site were identified and were also included in the analysis. No approved or pending projects were identified in the City of Los Angeles within a 1-1/2 mile radius of the project site.

Cumulative project traffic data through the study area is based on information from traffic impact studies prepared for the cumulative projects where available. The list of cumulative projects and the trips generated by each project are presented in Table 10.

As presented in Table 10, the cumulative projects are forecast to generate approximately 26,699 daily trips per day, which includes approximately 1,700 a.m. peak hour trips and approximately 2,311 p.m. peak hour trips.

The locations of the cumulative projects are provided in **Exhibit 14**. **Exhibit 15** illustrates the daily trips generated by the cumulative projects. The a.m. and p.m. peak hour trips generated by the cumulative projects are shown in **Exhibit 16**.

Year 2020 Cumulative Conditions Traffic Volumes

The traffic generated by the cumulative projects as shown in Exhibits 15 and 16 were added to existing traffic volumes to develop the Year 2020 Cumulative operating conditions. In addition to the traffic generated by the cumulative projects, a growth factor derived from the County's CMP TIA Guidelines was also applied to the existing traffic volumes to account for growth in background traffic from 2014 to 2020, and also to account for traffic generated by other potential projects not included in this analysis.

Exhibit 17 and **Exhibit 18** show the Year 2020 Cumulative conditions roadway segment daily volumes and, a.m. and p.m. peak hour intersection volumes respectively, for the without project conditions. **Exhibit 19** and **Exhibit 20** show the Year 2020 Cumulative with project conditions roadway segment daily volumes and, a.m. and p.m. peak hour intersection volumes respectively.

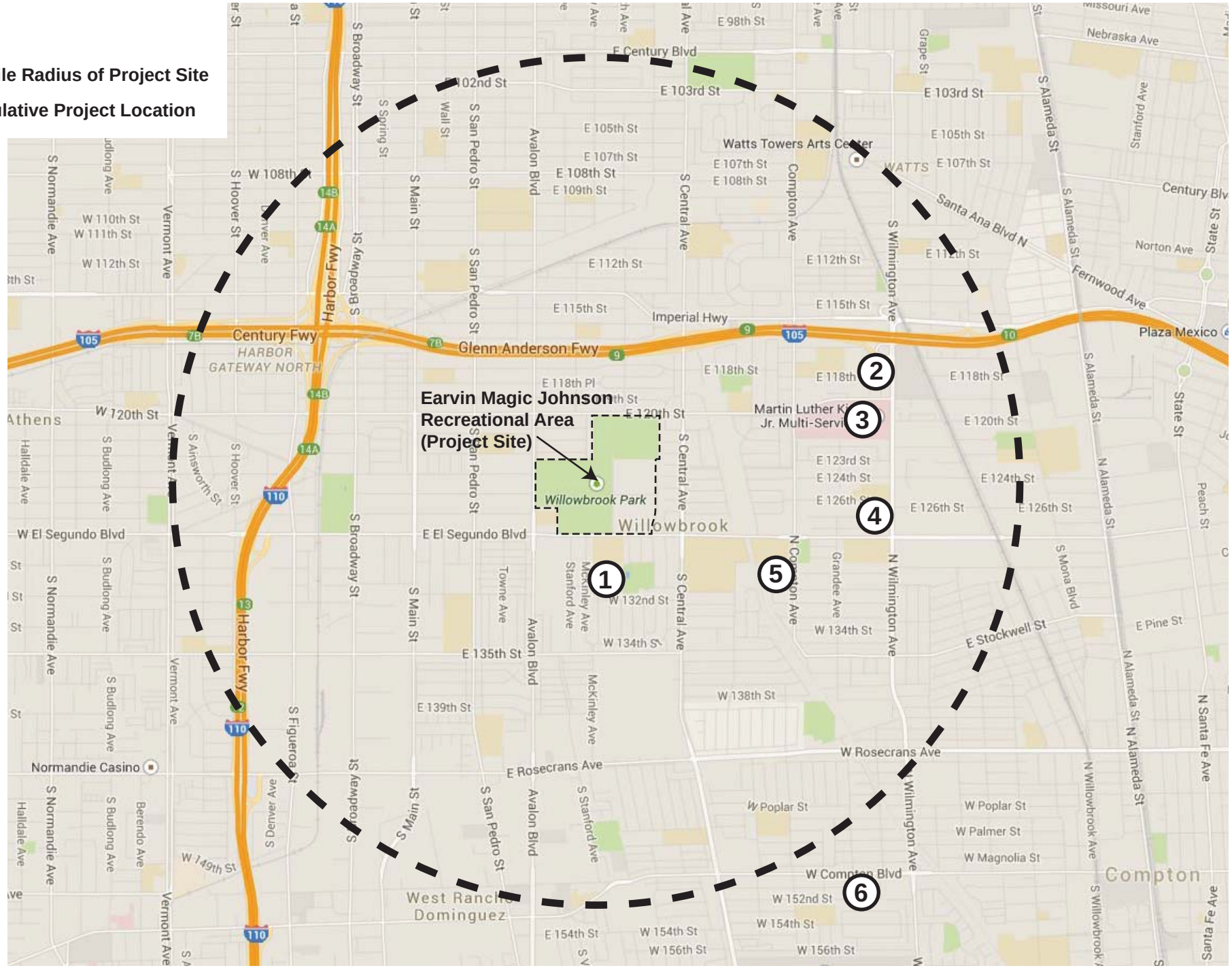
Table 10
Cumulative Projects Trip Generation

Project		Land Use	Size	Unit	Status	Daily Trips	AM Peak Hour			PM Peak Hour		
							Total	Inbound	Outbound	Total	Inbound	Outbound
Unincorporated Los Angeles County (Community of Willowbrook) Cumulative Projects												
1.	Salinas Avenue Single-Family Residential	Single-Family Residential	95	DU	Approved, not yet built	***904***	***71***	***18***	***53***	***95***	***60***	***35***
2.	Wilmington Avenue / Bandera Street Senior Apartments and County Library	Affordable Senior Apartments	105	DU	Approved, not yet built	361	21	7	14	26	14	12
		Library	8.939	TSF		503	10	7	3	65	31	34
					Total Trips	***864***	***31***	***14***	***17***	***92***	***45***	***46***
3.	Martin Luther King Jr. Medical Center Campus Master Plan - Tier II Development	Hospital	1,134.70	TSF	Approved, not yet built	18,722	1,271	750	521	1,294	543	751
		Commercial/Retail	80	TSF		5,874	135	82	53	548	269	279
		Single-Family Residential	100	DU		1,040	80	20	60	105	66	39
		Medical Office	300	TSF		10,839	690	545	145	1,038	280	758
		General Office	100	TSF		1,823	259	228	31	247	42	205
					Subtotal	*38,298*	*2,435*	*1,625*	*810*	*3,232*	*1,200*	*2,032*
					15% Transit Reduction	-5,745	-365	-244	-122	-485	-180	-305
					15% Internal Capture Trip Credit	-6,764	-439	-219	-220	-542	-271	-271
					Pass-By Trip Credit	-1,207	-60	-45	-15	-114	-39	-75
					Net Project Trips	***24,582***	***1,571***	***1,117***	***454***	***2,091***	***710***	***1,381***
Total Unincorporated Los Angeles County Project Trips						**26,351**	**1,673**	**1,149**	**524**	**2,278**	**815**	**1,462**
City of Compton Cumulative Projects												
4.	12709 N. Wilmington Avenue Project	Single-Family Residential	4	DU	Entitlements In Progress	***38***	***3***	***1***	***2***	***4***	***3***	***1***
5.	1409 W. 130th Street Project	Single-Family Residential	4	DU	In Plan-Check	***38***	***3***	***1***	***2***	***4***	***3***	***1***
6.	930 W. Compton Blvd Project	Multi-Family Residential	41	DU	In Plan-Check	***273***	***21***	***4***	***17***	***25***	***17***	***9***
Total City of Compton Cumulative Project Trips						**349**	**27**	**6**	**21**	**33**	**22**	**12**

TOTAL CUMULATIVE PROJECT TRIPS	**26,699**	**1,700**	**1,155**	**545**	**2,311**	**837**	**1,474**

LEGEND

- ▪ ▪ ▪ ▪ 1.5-Mile Radius of Project Site
- (X) Cumulative Project Location



Not to Scale

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JN 140796 APRIL 2015

CUMULATIVE PROJECTS LOCATION MAP

EXHIBIT 14

Not to Scale

LEGEND

X,XXX Daily Cumulative Project Trips

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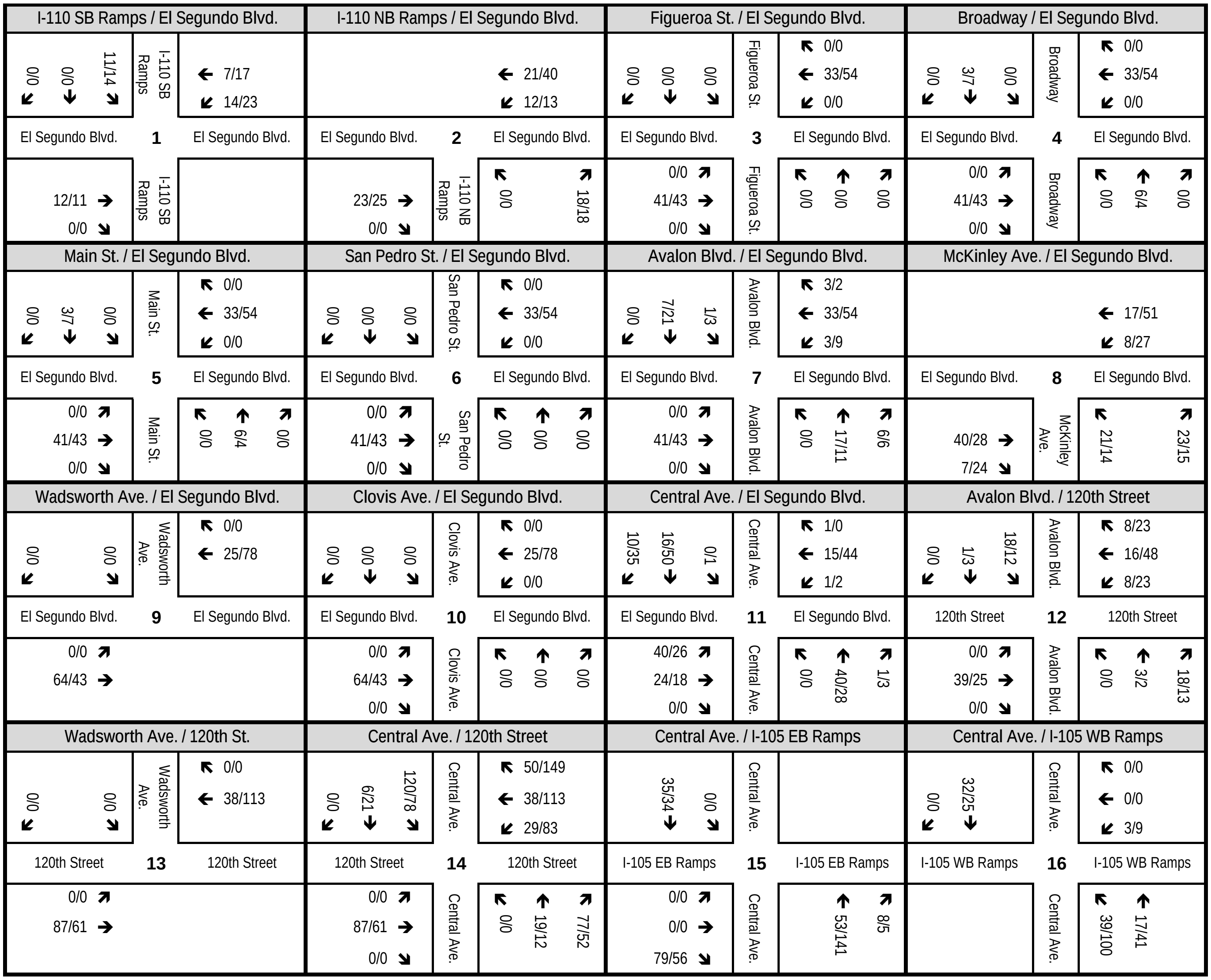
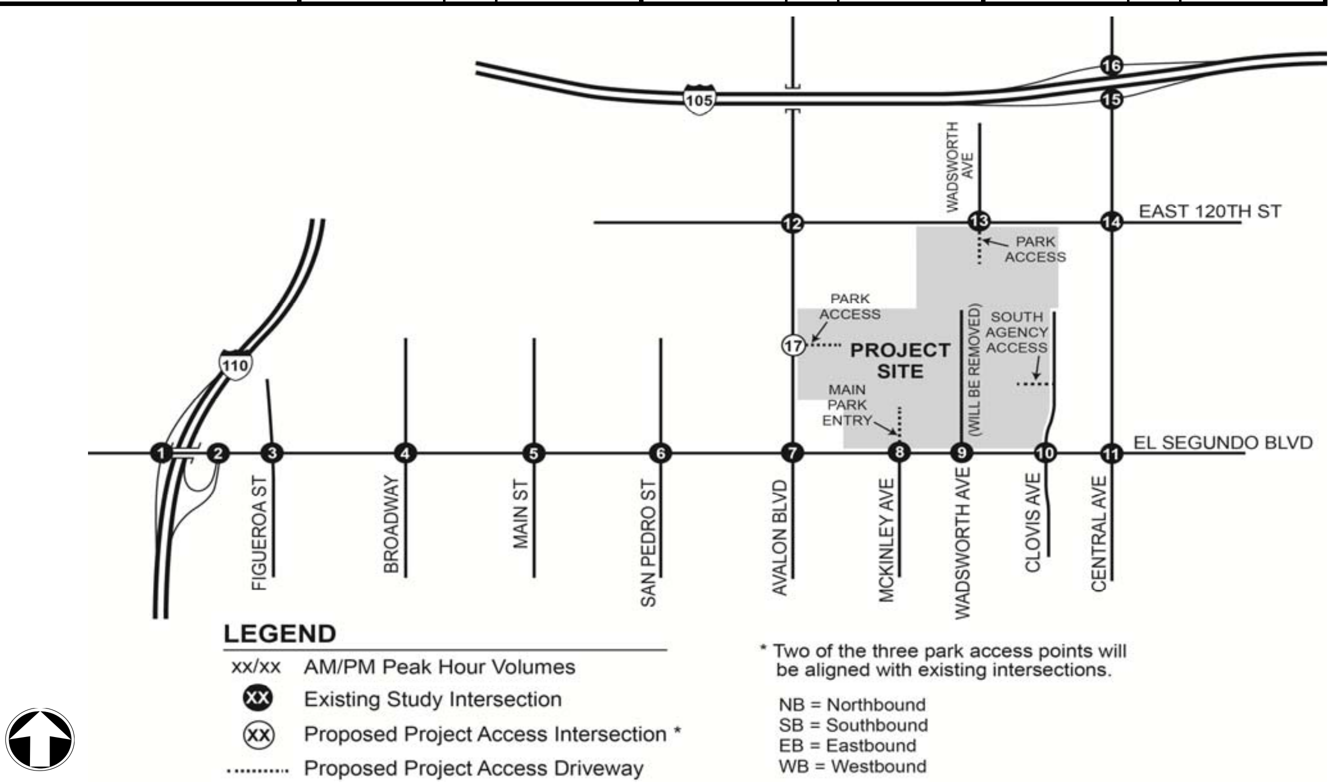
CUMULATIVE PROJECTS DAILY TRIPS

EXHIBIT 15





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CUMULATIVE PROJECTS AM/PM PEAK HOUR TRIPS

140796 APRIL 2015

EXHIBIT 16

LEGEND

XX,XXX Average Daily Traffic

Not to Scale

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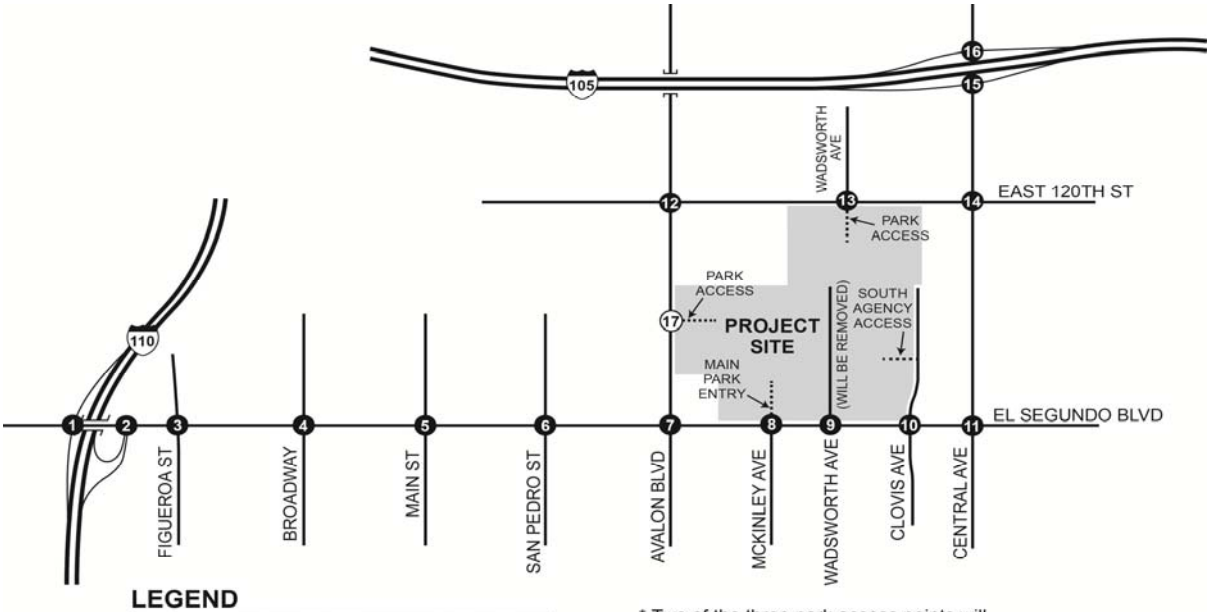
YEAR 2020 CUMULATIVE WITHOUT PROJECT ROADWAY SEGMENT DAILY VOLUMES

JN 140796 APRIL 2015

EXHIBIT 17

I-110 SB Ramps / El Segundo Blvd.				I-110 NB Ramps / El Segundo Blvd.				Figueroa St. / El Segundo Blvd.				Broadway / El Segundo Blvd.			
807/400	1/0	530/466	I-110 SB Ramps			1490/785	352/222	154/98	395/316	97/84	Figueroa St.	138/104	1469/844	101/39	100/78	243/171	39/85	Broadway	64/89	1150/790	102/25
El Segundo Blvd.	1	El Segundo Blvd.		El Segundo Blvd.	2	El Segundo Blvd.		El Segundo Blvd.	3	El Segundo Blvd.		El Segundo Blvd.	4	El Segundo Blvd.	
590/1317	485/651	I-110 SB Ramps		845/1342	281/474	I-110 NB Ramps	690/281	221/263	147/133	1034/1280	364/148	Figueroa St.	126/174	393/546	59/149	54/112	615/1329	104/44	Broadway	75/112	231/327	18/121
Main St. / El Segundo Blvd.				San Pedro St. / El Segundo Blvd.				Avalon Blvd. / El Segundo Blvd.				McKinley Ave. / El Segundo Blvd.			
107/57	257/197	85/107	Main St.	71/54	1146/703	86/57	141/87	135/154	50/70	San Pedro St.	37/80	964/679	32/29	116/87	471/500	101/165	Avalon Blvd.	138/121	934/583	113/120	1062/788	20/48
El Segundo Blvd.	5	El Segundo Blvd.		El Segundo Blvd.	6	El Segundo Blvd.		El Segundo Blvd.	7	El Segundo Blvd.		El Segundo Blvd.	8	El Segundo Blvd.	
63/119	471/1377	84/65	Main St.	77/113	254/414	28/98	61/114	393/1420	54/78	San Pedro St.	94/84	132/226	26/48	116/129	351/1275	77/123	Avalon Blvd.	69/125	446/679	92/167	482/1620	29/76	McKinley Ave.	47/28	38/29
Wadsworth Ave. / El Segundo Blvd.				Clovis Ave. / El Segundo Blvd.				Central Ave. / El Segundo Blvd.				Avalon Blvd. / 120th Street			
17/21	23/40	Wadsworth Ave.	46/52	1166/794	0/5	0/1	3/2	Clovis Ave.	4/2	1194/855	8/7	214/171	534/722	50/177	Central Ave.	74/80	973/544	117/128	48/32	593/507	82/108	Avalon Blvd.	96/99	387/436	142/131
El Segundo Blvd.	9	El Segundo Blvd.		El Segundo Blvd.	10	El Segundo Blvd.		El Segundo Blvd.	11	El Segundo Blvd.		120th Street	12	120th Street	
18/45	464/1495			1/5	522/1571	8/13	Clovis Ave.	15/7	0/0	8/10	168/275	322/1099	51/169	Central Ave.	139/100	604/672	98/199	65/92	297/418	51/65	Avalon Blvd.	49/66	473/695	132/137
Wadsworth Ave. / 120th St.				Central Ave. / 120th Street				Central Ave. / I-105 EB Ramps				Central Ave. / I-105 WB Ramps			
20/21	16/25	Wadsworth Ave.	5/16	382/559	87/122	632/856	292/254	Central Ave.	199/299	474/333	125/142	636/834	545/479	Central Ave.		649/454	1001/1015	Central Ave.	389/619	0/0	182/309
120th Street	13	120th Street		120th Street	14	120th Street		I-105 EB Ramps	15	I-105 EB Ramps		I-105 WB Ramps	16	I-105 WB Ramps	
7/32	368/652			117/134	414/450	29/87	Central Ave.	69/69	684/833	162/151	594/551	1/241	461/486	Central Ave.	757/963	357/372		Central Ave.	352/431	999/1062



LEGEND

xx/xx AM/PM Peak Hour Volumes

XX Existing Study Intersection

XX Proposed Project Access Intersection *

Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

YEAR 2020 CUMULATIVE WITHOUT PROJECT AM/PM PEAK HOUR INTERSECTION VOLUMES

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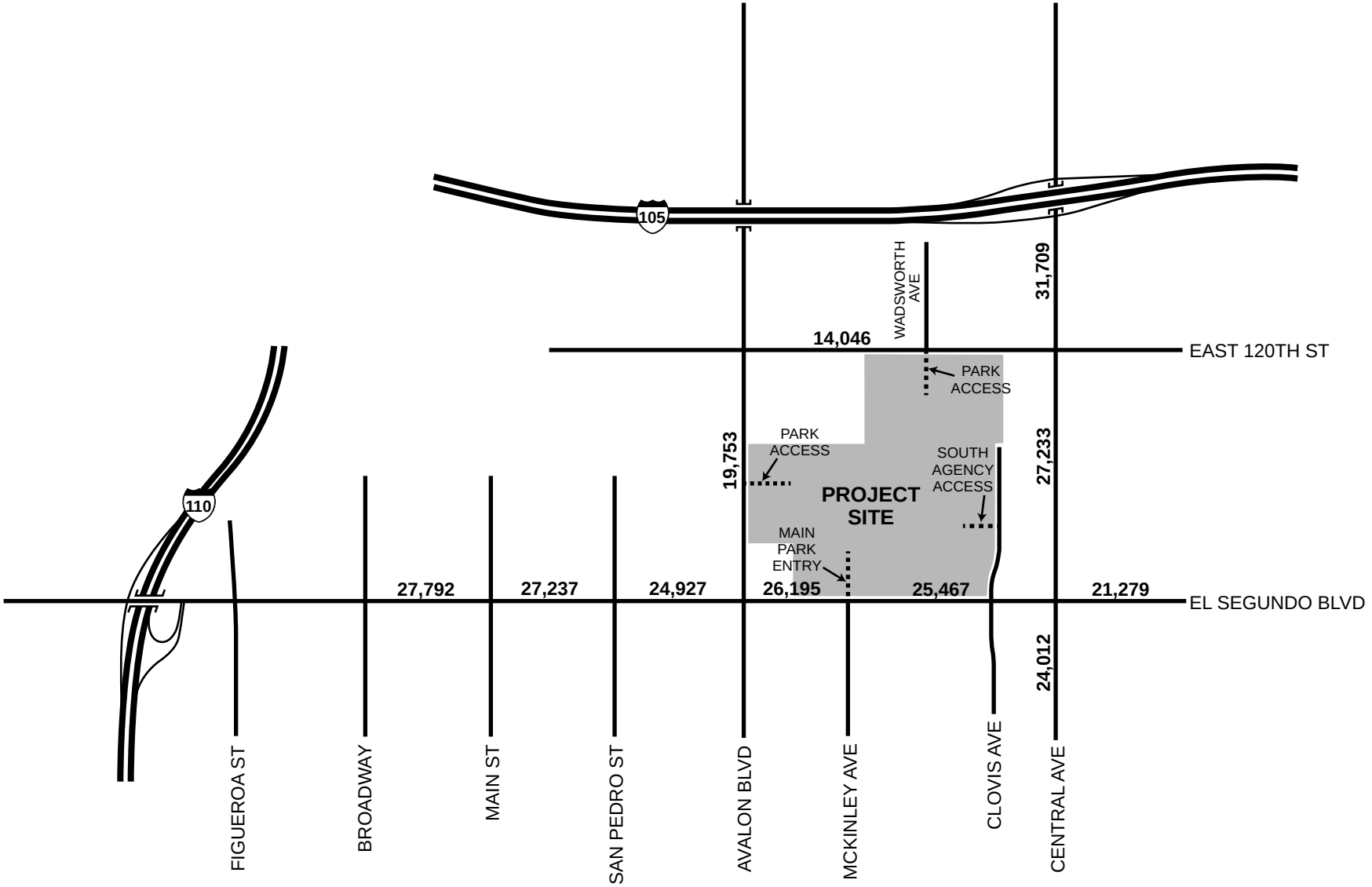

LEGEND

XX,XXX Average Daily Traffic

Not to Scale

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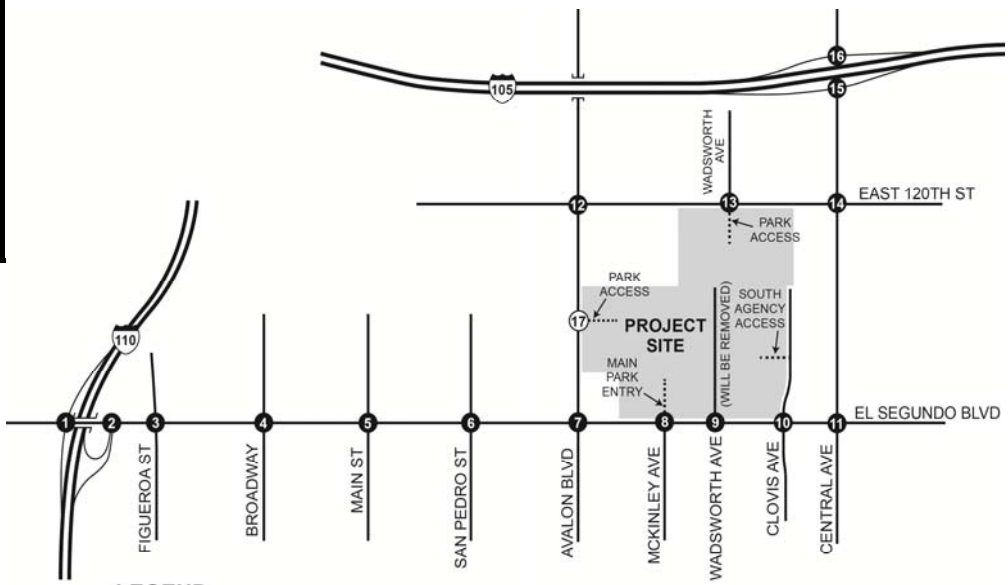
YEAR 2020 CUMULATIVE WITH PROJECT ROADWAY SEGMENT DAILY VOLUMES

JN 140796 APRIL 2015

EXHIBIT 19

I-110 SB Ramps / El Segundo Blvd.	I-110 NB Ramps / El Segundo Blvd.	Figueroa St. / El Segundo Blvd.	Broadway / El Segundo Blvd.
I-110 SB Ramps: ↙ 807/400 ↓ 1/0 ↘ 539/490; ← 1493/800; ↙ 356/240	← 1165/787; ↙ 154/324	Figueroa St.: ↙ 154/98 ↓ 395/316 ↘ 98/88; ↖ 139/107; ← 1479/896; ↙ 101/39	Broadway: ↙ 100/78 ↓ 243/171 ↘ 42/93; ↖ 65/95; ← 1161/845; ↙ 102/25
El Segundo Blvd. **1** El Segundo Blvd.	El Segundo Blvd. **2** El Segundo Blvd.	El Segundo Blvd. **3** El Segundo Blvd.	El Segundo Blvd. **4** El Segundo Blvd.
I-110 SB Ramps: 597/1337 →; 485/651 ↘	I-110 NB Ramps: 861/1385 →; 281/474 ↘; ↖ 690/281 ↗ 230/287	Figueroa St.: 147/133 ↗; 1059/1347 →; 364/148 ↘; ↖ 126/174 ↑ 393/546 ↗ 59/149	Broadway: 54/112 ↗; 642/1400 →; 104/44 ↘; ↖ 75/112 ↑ 231/327 ↗ 18/121
Main St. / El Segundo Blvd.	**San Pedro St. / El Segundo Blvd.**	**Avalon Blvd. / El Segundo Blvd.**	**McKinley Ave. / El Segundo Blvd.**
Main St.: ↙ 107/57 ↓ 257/197 ↘ 88/115; ↖ 72/60; ← 1158/764; ↙ 87/63	San Pedro St.: ↙ 141/87 ↓ 135/154 ↘ 53/78; ↖ 38/86; ← 978/752; ↙ 33/35	Avalon Blvd.: ↙ 119/102 ↓ 472/505 ↘ 115/193; ↖ 143/145; ← 948/654; ↙ 117/139	Project Access: ↙ 19/89 ↓ 2/8 ↘ 18/88; ↖ 32/134; ← 1065/813; ↙ 20/48
El Segundo Blvd. **5** El Segundo Blvd.	El Segundo Blvd. **6** El Segundo Blvd.	El Segundo Blvd. **7** El Segundo Blvd.	El Segundo Blvd. **8** El Segundo Blvd.
Main St.: 63/119 ↗; 501/1456 →; 84/65 ↘; ↖ 77/113 ↑ 254/414 ↗ 31/106	San Pedro St.: 61/114 ↗; 429/1515 →; 54/78 ↘; ↖ 94/84 ↑ 132/226 ↗ 29/56	Avalon Blvd.: 121/152 ↗; 387/1363 →; 77/123 ↘; ↖ 69/125 ↑ 448/687 ↗ 102/191	McKinley Ave.: 32/135 ↗; 510/1624 →; 29/76 ↘; ↖ 47/28 ↑ 3/12 ↗ 38/29
Wadsworth Ave. / El Segundo Blvd.	**Clovis Ave. / El Segundo Blvd.**	**Central Ave. / El Segundo Blvd.**	**Avalon Blvd. / 120th Street**
INTERSECTION REMOVED WITH PROJECT	Clovis Ave.: ↙ 3/30 ↓ 0/1 ↘ 7/29; ↖ 33/7; ← 1226/989; ↙ 8/7	Central Ave.: ↙ 245/231 ↓ 534/722 ↘ 50/177; ↖ 74/80; ← 988/583; ↙ 117/128	Avalon Blvd.: ↙ 48/32 ↓ 601/523 ↘ 85/120; ↖ 98/107; ← 389/444; ↙ 148/155
	El Segundo Blvd. **10** El Segundo Blvd.	El Segundo Blvd. **11** El Segundo Blvd.	120th Street **12** 120th Street
	Clovis Ave.: 29/9 ↗; 540/1659 →; 8/13 ↘; ↖ 15/7 ↑ 0/0 ↗ 8/10	Central Ave.: 178/328 ↗; 328/1130 →; 57/200 ↘; ↖ 154/139 ↑ 604/672 ↗ 98/199	Avalon Blvd.: 65/92 ↗; 300/430 →; 57/77 ↘; ↖ 51/77 ↑ 476/709 ↗ 136/157
Wadsworth Ave. / 120th St.	**Central Ave. / 120th Street**	**Central Ave. / I-105 EB Ramps**	**Central Ave. / I-105 WB Ramps**
Wadsworth Ave.: ↙ 20/21 ↓ 1/0 ↘ 16/25; ↖ 5/16; ← 387/578; ↙ 7/31	Central Ave.: ↙ 96/161 ↓ 656/904 ↘ 292/254; ↖ 199/299; ← 477/345; ↙ 131/154	Central Ave.: ↓ 659/893 ↘ 545/479	Central Ave.: ↙ 649/454 ↓ 1014/1050; ↖ 389/619; ← 0/0; ↙ 192/333
120th Street **13** 120th Street	120th Street **14** 120th Street	I-105 EB Ramps **15** I-105 EB Ramps	I-105 WB Ramps **16** I-105 WB Ramps
Project Access: 7/32 ↗; 371/665 →; 7/31 ↘; ↖ 4/20 ↑ 1/0 ↗ 4/20	Central Ave.: 122/160 ↗; 416/458 →; 29/87 ↘; ↖ 69/69 ↑ 692/876 ↗ 164/162	Central Ave.: 594/551 ↗; 1/241 →; 471/514 ↘; ↑ 767/1012 ↗ 361/391	Central Ave.: ↖ 356/452 ↑ 1004/1089
Avalon Blvd. / Project Access			
Avalon Blvd.: ↓ 704/785 ↘ 5/19; ↖ 3/13; ↙ 3/15			
17 Project Access			
Avalon Blvd.: ↑ 706/961 ↗ 5/23			



LEGEND

- xx/xx AM/PM Peak Hour Volumes
- (XX) Existing Study Intersection
- (XX) Proposed Project Access Intersection *
- ..... Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

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YEAR 2020 CUMULATIVE WITH PROJECT AM/PM PEAK HOUR INTERSECTION VOLUMES

EXHIBIT 20

Year 2020 Cumulative Conditions Roadway Improvements

The approved Martin Luther King Jr. Medical Center Campus Master Plan Tier II Development (cumulative project included in analysis) is required to implement the following improvements at the study intersections to mitigate significant impacts associated with that project:

Avalon Boulevard / El Segundo Boulevard

- Widen and restripe northbound approach to provide a dedicated right-turn lane.

Central Avenue / El Segundo Boulevard

- Widen and restripe northbound approach to provide a dedicated right-turn lane; and
- Widen and restripe southbound approach to provide a dedicated right-turn lane.

Central Avenue / 120th Street

- Restripe northbound approach to provide a dedicated right-turn lane; and
- Widen the east leg of the intersection to provide one left-turn lane, two through lanes, and one right-turn lane at the westbound approach of the intersection.

The future intersection lane geometry that includes the study intersection improvements as described above are illustrated in **Exhibit 21**.

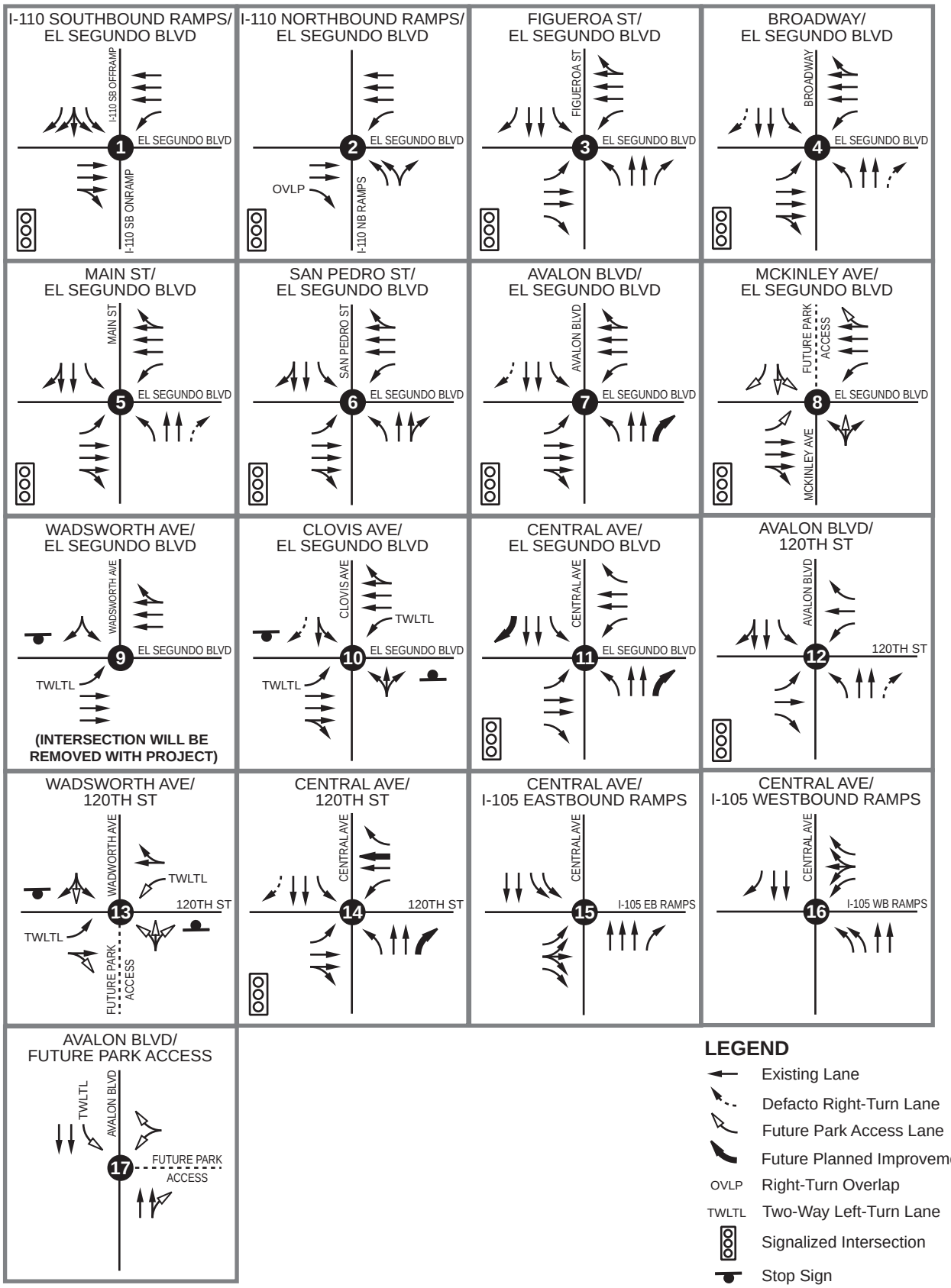
Year 2020 Cumulative Conditions Level of Service Analysis

Table 11 summarizes the Year 2020 Cumulative conditions a.m. and p.m. peak hour LOS of the signalized study intersections, without and with the proposed project. The Year 2020 Cumulative conditions a.m. and p.m. peak hour LOS of the unsignalized study intersections are summarized in Table 12, both the without project and with project conditions. Detailed ICU and HCM calculation sheets are contained in Appendix E.

Table 11 shows that under Year 2020 Cumulative conditions, all signalized study intersections are forecast to operate at acceptable levels of service based on Los Angeles County level of service standards (LOS E or better) both without and with the proposed project.

Table 12 shows that under Year 2020 Cumulative conditions, the unsignalized study intersections are forecast to operate at acceptable levels of service based on Los Angeles County level of service standards (LOS E or better) both without and with the proposed project.

The addition of project-related traffic to Year 2020 Cumulative conditions traffic volumes at the unsignalized study intersections does not result in a change in level of service to LOS F operations. In addition, operations at the unsignalized study intersections do not exceed LOS D; therefore, the significant impact thresholds based on increase in delay (2.0 seconds) are not exceeded. Therefore, no significant impacts were identified at the unsignalized study intersections under Year 2020 Cumulative conditions and no mitigation measures are required.



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FUTURE CONDITIONS INTERSECTION LANE GEOMETRY

Table 11
Year 2020 Cumulative Conditions Intersection Levels of Service (LOS)
Signalized Study Intersections

Study Intersection		Jurisdiction	Year 2020 Without Project				Year 2020 With Project				Increase in V/C	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM
1.	I-110 SB Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.991	E	0.836	D	0.996	E	0.857	D	0.005	0.021
2.	I-110 NB Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.784	C	0.894	D	0.795	C	0.929	E	0.011	0.035
3.	Figueroa St. / El Segundo Blvd.	City of Los Angeles	0.860	D	0.763	C	0.863	D	0.787	C	0.003	0.024
4.	Broadway / El Segundo Blvd.	Los Angeles County	0.563	A	0.577	A	0.566	A	0.597	A	0.003	0.020
5.	Main St. / El Segundo Blvd.	Los Angeles County	0.606	B	0.663	B	0.609	B	0.690	B	0.003	0.027
6.	San Pedro St. / El Segundo Blvd.	Los Angeles County	0.534	A	0.584	A	0.538	A	0.609	B	0.004	0.025
7.	Avalon Blvd. / El Segundo Blvd.	Los Angeles County	0.643	B	0.808	D	0.661	B	0.860	D	0.018	0.052
8.	McKinley Ave. / El Segundo Blvd.	Los Angeles County	0.390	A	0.538	A	0.433	A	0.604	B	0.043	0.066
11.	Central Ave. / El Segundo Blvd.	Los Angeles County	0.809	D	0.855	D	0.830	D	0.865	D	0.021	0.010
12.	Avalon Blvd. / 120th Street	City of Los Angeles	0.684	B	0.736	C	0.690	B	0.753	C	0.006	0.017
14.	Central Ave. / 120th Street	City of Los Angeles	0.838	D	0.800	C	0.846	D	0.830	D	0.008	0.030
15.	Central Ave. / I-105 EB Ramps	City of Los Angeles / Caltrans	0.784	C	0.786	C	0.789	C	0.804	D	0.005	0.018
16.	Central Ave. / I-105 WB Ramps	City of Los Angeles / Caltrans	0.790	C	0.782	C	0.791	C	0.806	D	0.001	0.024

Note: Analysis performed using ICU 1 methodology.
V/C = volume-to-capacity ratio

Table 12
Year 2020 Cumulative Conditions Intersection Levels of Service (LOS)
Unsignalized Study Intersections

Study Intersection		Jurisdiction	Year 2020 Without Project				Year 2020 With Project				Increase in Delay [1]	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
			Delay [1]	LOS	Delay [1]	LOS	Delay [1]	LOS	Delay [1]	LOS	AM	PM
9.	Wadsworth Ave. / El Segundo Blvd.	Los Angeles County	20.9	C	16.4	C	*Intersection removed by project.*					
10.	Clovis Ave. / El Segundo Blvd.	Los Angeles County	29.0	D	25.8	D	26.1	D	29.0	D	-2.9 [2]	3.2
13.	Wadsworth Ave. / 120th St.	City of Los Angeles	11.4	B	14.8	B	11.9	B	18.2	C	0.5	3.4
17.	Avalon Blvd. / Project Access	Los Angeles County	*Does Not Exist*				12.9	B	16.0	C	N/A	

Note: Analysis performed using 2000 HCM methodology for unsignalized intersections. N/A = Not Applicable

[1] Delay indicated in seconds per vehicle.

[2] Without the proposed project, there are only left-turning vehicles at the southbound stop-controlled approach of the intersection. The project will add right-turning trips to the southbound approach, which results in a lower average delay at the southbound approach because delay for right-turn movements is always lower than for left-turns at an unsignalized intersection.

HORIZON YEAR 2035 CONDITIONS – WITHOUT AND WITH PROJECT

Horizon Year 2035 Conditions Traffic Volumes

Analysis of Horizon Year 2035 conditions is based on the forecast growth in traffic from existing (year 2014) conditions to the year 2035. Horizon Year 2035 traffic volumes were derived by applying a growth factor based on the County's CMP TIA Guidelines to Year 2020 Cumulative Conditions traffic volumes to forecast the growth in traffic from the year 2020 to 2035.

The Horizon Year 2035 traffic volumes derived from the forecast growth in traffic were used for the Horizon Year 2035 without project conditions analysis. Project-related traffic was then added to the forecast 2035 traffic volumes to evaluate Horizon Year 2035 conditions with the proposed project.

Exhibit 22 and **Exhibit 23** show the Horizon Year 2035 roadway segment daily volumes and, a.m. and p.m. peak hour intersection volumes respectively, for the without project conditions. **Exhibit 24** and **Exhibit 25** show the Horizon Year 2035 with project roadway segment daily volumes and, a.m. and p.m. peak hour intersection volumes respectively.

Horizon Year 2035 Conditions Level of Service Analysis

Table 13 summarizes the Horizon Year 2035 conditions a.m. and p.m. peak hour LOS of the signalized study intersections, without and with the proposed project. The Horizon Year 2035 conditions a.m. and p.m. peak hour LOS of the unsignalized study intersections are summarized in Table 14, both the without project and with project conditions. Detailed ICU and HCM calculation sheets are contained in Appendix F.

Table 13 shows that under Horizon Year 2035 conditions, the intersection of I-110 Southbound Ramps / El Segundo Boulevard is forecast to operate at a deficient LOS F during the a.m. peak hour, both without and with the proposed project. The addition of project-related traffic to the intersection of I-110 Southbound Ramps / El Segundo Boulevard during the a.m. peak hour does <u>not</u> result in an increase in V/C ratio of 0.02 or more. Therefore, a project-related significant impact is not forecast to occur at I-110 Southbound Ramps / El Segundo Boulevard, and no mitigation measures are required.

The other signalized study intersections are forecast to operate at acceptable levels of service based on Los Angeles County level of service standards (LOS E or better) both without and with the proposed project.

Table 14 shows that under Horizon Year 2035 conditions, the unsignalized study intersections are forecast to operate at acceptable levels of service based on Los Angeles County level of service standards (LOS E or better) both without and with the proposed project.

The addition of project-related traffic to Horizon Year 2035 conditions traffic volumes at the unsignalized study intersections does not result in a change in level of service to LOS F operations. In addition, operations at the unsignalized study intersections do not exceed LOS D; therefore, the significant impact thresholds based on increase in delay (2.0 seconds) are not exceeded. Therefore, no significant impacts were identified at the unsignalized study intersections under Horizon Year 2035 conditions and no mitigation measures are required.

LEGEND

XX,XXX Average Daily Traffic

Not to Scale

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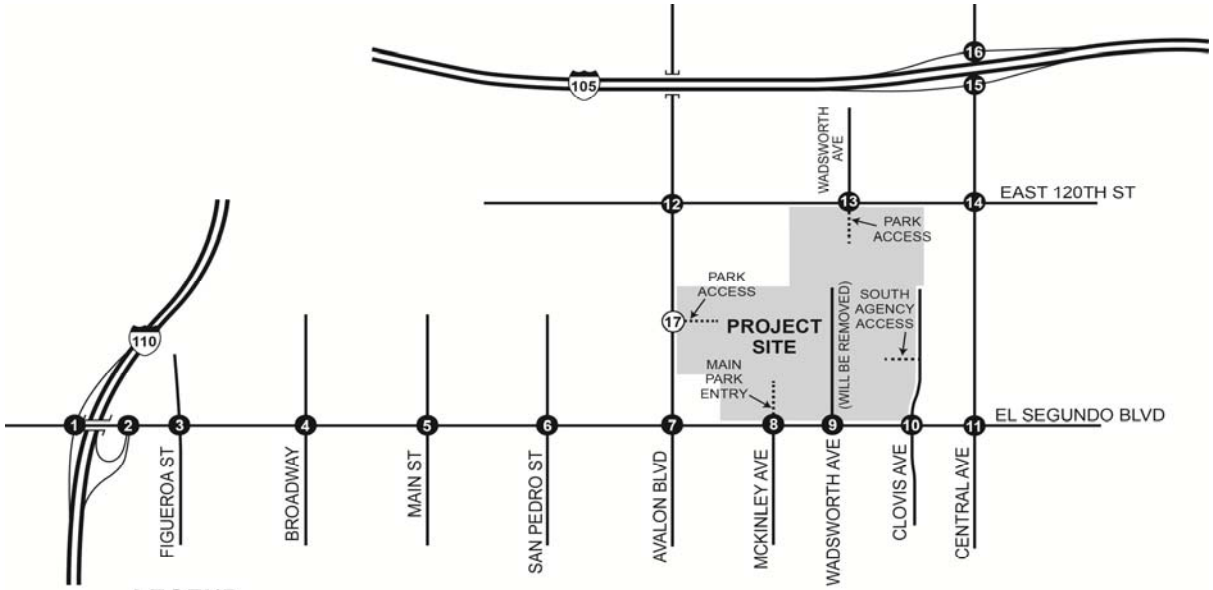
HORIZON YEAR 2035 WITHOUT PROJECT ROADWAY SEGMENT DAILY VOLUMES

JN 140796 APRIL 2015

EXHIBIT 22

I-110 SB Ramps / El Segundo Blvd.				I-110 NB Ramps / El Segundo Blvd.				Figueroa St. / El Segundo Blvd.				Broadway / El Segundo Blvd.			
836/414	1/0	549/483	I-110 SB Ramps			1200/780	155/317	160/102	409/327	100/87	Figueroa St.	104/81	252/177	40/88	Broadway
		1544/813	365/230							143/108	1522/874			66/92	1191/818
										105/40				106/26	
El Segundo Blvd.	1	El Segundo Blvd.		El Segundo Blvd.	2	El Segundo Blvd.		El Segundo Blvd.	3	El Segundo Blvd.		El Segundo Blvd.	4	El Segundo Blvd.	
611/1364	502/674		I-110 SB Ramps	875/1390	291/491	715/291	229/272 I-110 NB Ramps	152/138	1071/1326	377/153	Figueroa St.	131/180	407/566	61/154	56/116	637/377	108/46	78/116	239/339	19/125	Broadway
Main St. / El Segundo Blvd.				San Pedro St. / El Segundo Blvd.				Avalon Blvd. / El Segundo Blvd.				McKinley Ave. / El Segundo Blvd.			
111/59	266/204	88/111	Main St.	146/90	140/160	52/73	San Pedro St.	120/90	488/518	105/171	Avalon Blvd.			1100/816	21/50
		74/56	1187/728			38/83	999/703			143/125	968/604				
			89/59				33/30			117/124					
El Segundo Blvd.	5	El Segundo Blvd.		El Segundo Blvd.	6	El Segundo Blvd.		El Segundo Blvd.	7	El Segundo Blvd.		El Segundo Blvd.	8	El Segundo Blvd.	
65/123	488/1427	87/67	Main St.	63/118	407/1471	56/81	San Pedro St.	120/134	364/1321	80/127	Avalon Blvd.	71/130	462/703	95/173	499/1678	30/79	McKinley Ave.	49/29	39/30
		80/117	263/429	29/102		97/87	137/234	27/50											
Wadsworth Ave. / El Segundo Blvd.				Clovis Ave. / El Segundo Blvd.				Central Ave. / El Segundo Blvd.				Avalon Blvd. / 120th Street			
18/22	24/41	Wadsworth Ave.		0/5	0/1	3/2	Clovis Ave.	222/177	553/748	52/183	Central Ave.	50/33	614/525	85/112	Avalon Blvd.			99/103	
		48/54	1208/823			4/2	1237/886			77/83	1008/564				401/452				
							8/7			121/133					147/136				
El Segundo Blvd.	9	El Segundo Blvd.		El Segundo Blvd.	10	El Segundo Blvd.		El Segundo Blvd.	11	El Segundo Blvd.		120th Street	12	120th Street	
19/47	481/1549			1/5	541/1628	8/13	Clovis Ave.	174/285	334/1139	53/175	Central Ave.	144/104	626/696	102/206	67/95	308/433	53/67	51/68	490/720	137/142	Avalon Blvd.
						16/7	0/0	8/10													
Wadsworth Ave. / 120th St.				Central Ave. / 120th Street				Central Ave. / I-105 EB Ramps				Central Ave. / I-105 WB Ramps			
21/22	17/26	Wadsworth Ave.		90/126	655/887	303/263	Central Ave.	659/864	565/496	Central Ave.		672/470	1037/1052	Central Ave.	403/641
		5/17	396/579			206/310	491/345								0/0
							130/147								189/320
120th Street	13	120th Street		120th Street	14	120th Street		I-105 EB Ramps	15	I-105 EB Ramps		I-105 WB Ramps	16	I-105 WB Ramps	
7/33	381/675			121/139	429/466	30/90	Central Ave.	615/571	1/250	478/503	Central Ave.	784/998	370/385		365/447	1035/1100	Central Ave.



LEGEND

xx/xx AM/PM Peak Hour Volumes

(XX) Existing Study Intersection

(XX) Proposed Project Access Intersection *

Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

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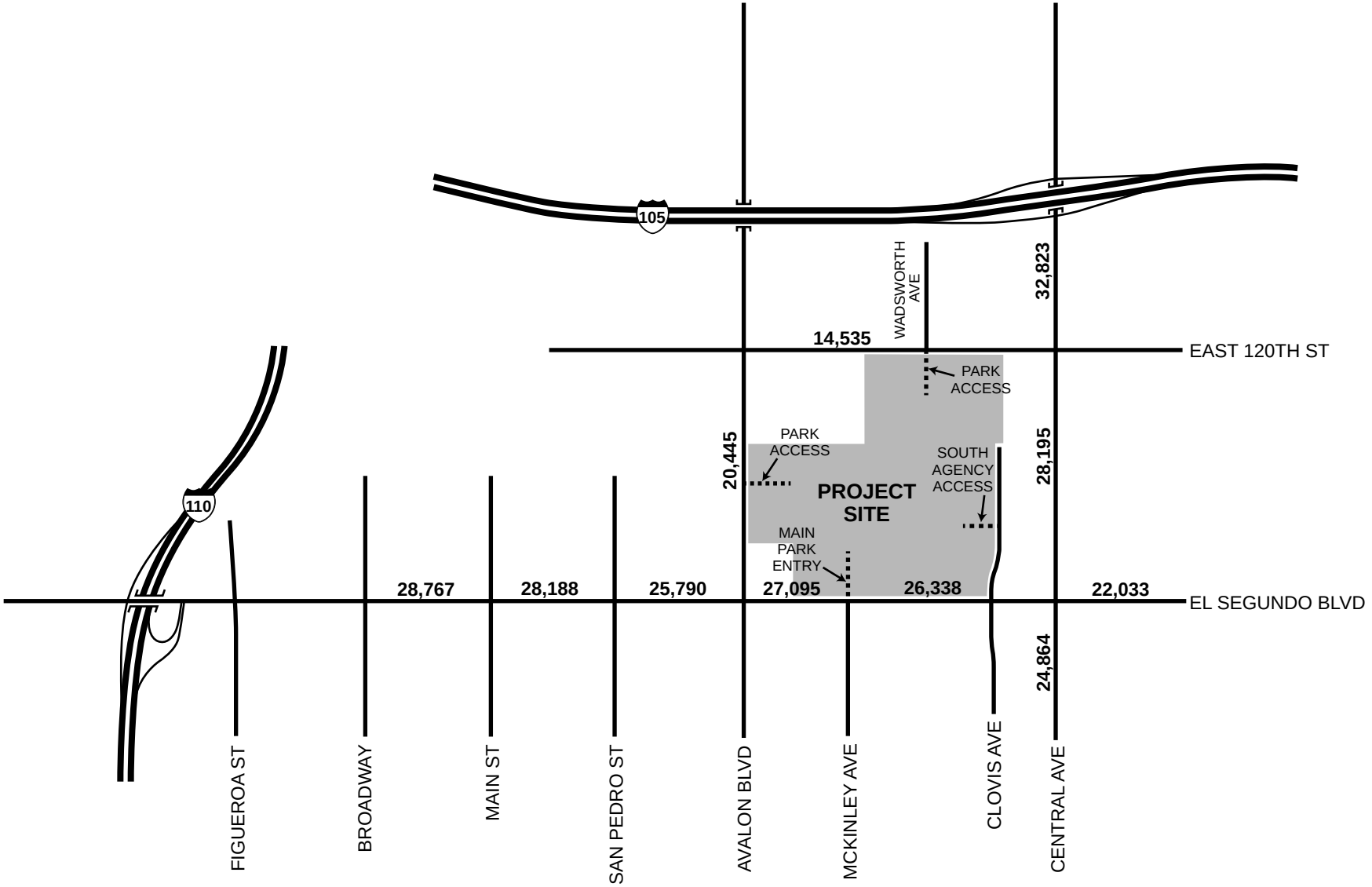
HORIZON YEAR 2035 WITHOUT PROJECT
AM/PM PEAK HOUR INTERSECTION VOLUMES

EXHIBIT 23



LEGEND

XX,XXX Average Daily Traffic

Not to Scale

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HORIZON YEAR 2035 WITH PROJECT ROADWAY SEGMENT DAILY VOLUMES

JN 140796 APRIL 2015

EXHIBIT 24

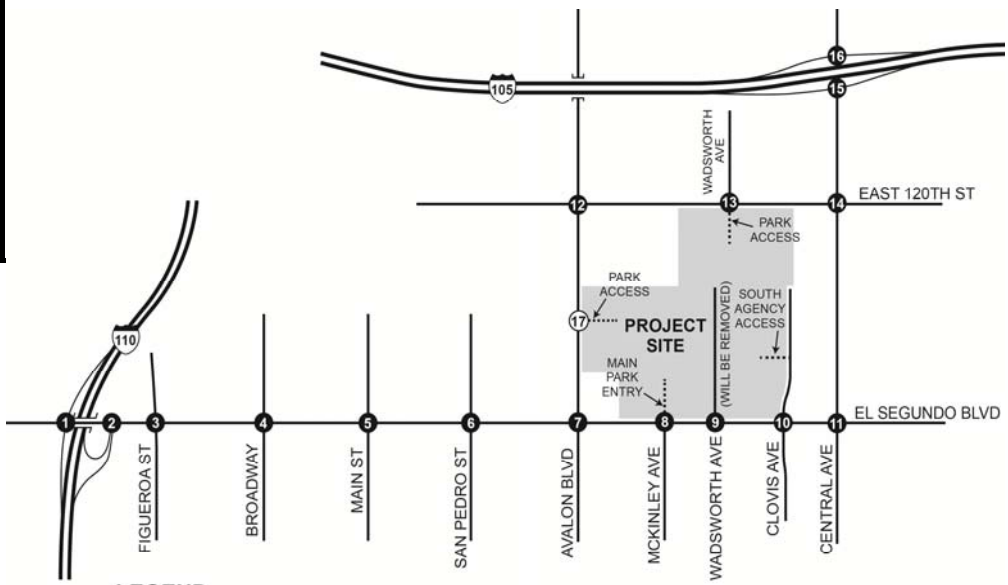
I-110 SB Ramps / El Segundo Blvd.	I-110 NB Ramps / El Segundo Blvd.	Figueroa St. / El Segundo Blvd.	Broadway / El Segundo Blvd.
I-110 SB Ramps: ↙ 836/414 ↓ 1/0 ↘ 558/507; ← 1547/828; ↙ 369/248	← 1207/814; ↙ 159/335	Figueroa St.: ↙ 160/102 ↓ 409/327 ↘ 101/91; ↖ 144/111; ← 1532/926; ↙ 105/40	Broadway: ↙ 104/81 ↓ 252/177 ↘ 43/96; ↖ 67/98; ← 1202/873; ↙ 106/26
El Segundo Blvd. **1** El Segundo Blvd.	El Segundo Blvd. **2** El Segundo Blvd.	El Segundo Blvd. **3** El Segundo Blvd.	El Segundo Blvd. **4** El Segundo Blvd.
I-110 SB Ramps: 618/1384 →; 502/674 ↘	I-110 NB Ramps: 891/1433 →; 291/491 ↘; ↖ 715/291 ↗ 238/296	Figueroa St.: 152/138 ↗; 1096/1393 →; 377/153 ↘; ↖ 131/180 ↑ 407/566 ↗ 61/154	Broadway: 56/116 ↗; 664/1448 →; 108/46 ↘; ↖ 78/116 ↑ 239/339 ↗ 19/125

Main St. / El Segundo Blvd.	San Pedro St. / El Segundo Blvd.	Avalon Blvd. / El Segundo Blvd.	McKinley Ave. / El Segundo Blvd.
Main St.: ↙ 111/59 ↓ 266/204 ↘ 91/119; ↖ 75/62; ← 1199/789; ↙ 90/65	San Pedro St.: ↙ 146/90 ↓ 140/160 ↘ 55/81; ↖ 39/89; ← 1013/776; ↙ 34/36	Avalon Blvd.: ↙ 123/105 ↓ 489/523 ↘ 119/199; ↖ 148/149; ← 982/675; ↙ 121/143	Project Access: ↙ 19/89 ↓ 2/8 ↘ 18/88; ↖ 32/134; ← 1103/841; ↙ 21/50
El Segundo Blvd. **5** El Segundo Blvd.	El Segundo Blvd. **6** El Segundo Blvd.	El Segundo Blvd. **7** El Segundo Blvd.	El Segundo Blvd. **8** El Segundo Blvd.
Main St.: 65/123 ↗; 518/1506 →; 87/67 ↘; ↖ 80/117 ↑ 263/429 ↗ 32/110	San Pedro St.: 63/118 ↗; 443/1566 →; 56/81 ↘; ↖ 97/87 ↑ 137/234 ↗ 30/58	Avalon Blvd.: 125/157 ↗; 400/1409 →; 80/127 ↘; ↖ 71/130 ↑ 464/711 ↗ 105/197	McKinley Ave.: 32/135 ↗; 527/1682 →; 30/79 ↘; ↖ 49/29 ↑ 3/12 ↗ 39/30

Wadsworth Ave. / El Segundo Blvd.	Clovis Ave. / El Segundo Blvd.	Central Ave. / El Segundo Blvd.	Avalon Blvd. / 120th Street
INTERSECTION REMOVED WITH PROJECT	Clovis Ave.: ↙ 3/30 ↓ 0/1 ↘ 7/29; ↖ 33/7; ← 1269/1020; ↙ 8/7	Central Ave.: ↙ 253/237 ↓ 553/748 ↘ 52/183; ↖ 77/83; ← 1023/603; ↙ 121/133	Avalon Blvd.: ↙ 50/33 ↓ 622/541 ↘ 88/124; ↖ 101/111; ← 403/460; ↙ 153/160
	El Segundo Blvd. **10** El Segundo Blvd.	El Segundo Blvd. **11** El Segundo Blvd.	120th Street **12** 120th Street
	Clovis Ave.: 29/9 ↗; 559/1716 →; 8/13 ↘; ↖ 16/7 ↑ 0/0 ↗ 8/10	Central Ave.: 184/338 ↗; 340/1170 →; 59/206 ↘; ↖ 159/143 ↑ 626/696 ↗ 102/206	Avalon Blvd.: 67/95 ↗; 311/445 →; 59/79 ↘; ↖ 53/79 ↑ 493/734 ↗ 141/162

Wadsworth Ave. / 120th St.	Central Ave. / 120th Street	Central Ave. / I-105 EB Ramps	Central Ave. / I-105 WB Ramps
Wadsworth Ave.: ↙ 21/22 ↓ 1/1 ↘ 17/26; ↖ 5/17; ← 401/598; ↙ 7/31	Central Ave.: ↙ 99/165 ↓ 679/935 ↘ 303/263; ↖ 206/310; ← 494/357; ↙ 136/159	Central Ave.: ↓ 682/923 ↘ 565/496	Central Ave.: ↙ 672/470 ↓ 1050/1087; ↖ 403/641; ← 0/0; ↙ 199/344
120th Street **13** 120th Street	120th Street **14** 120th Street	I-105 EB Ramps **15** I-105 EB Ramps	I-105 WB Ramps **16** I-105 WB Ramps
Project Access: 7/33 ↗; 384/688 →; 7/31 ↘; ↖ 4/20 ↑ 1/1 ↗ 4/20	Central Ave.: 126/165 ↗; 431/474 →; 30/90 ↘; ↖ 71/71 ↑ 717/906 ↗ 170/167	Central Ave.: 615/571 ↗; 1/250 →; 488/531 ↘; ↑ 794/1047 ↗ 374/404	Central Ave.: ↖ 369/468 ↑ 1040/1127

Avalon Blvd. / Project Access
Avalon Blvd.: ↓ 729/812 ↘ 5/19; ↖ 3/13; ↙ 3/15
17 Project Access
Avalon Blvd.: ↖ 731/994 ↗ 5/23



LEGEND

- xx/xx AM/PM Peak Hour Volumes
- (XX) Existing Study Intersection
- (XX) Proposed Project Access Intersection *
- ..... Proposed Project Access Driveway

* Two of the three park access points will be aligned with existing intersections.

NB = Northbound
SB = Southbound
EB = Eastbound
WB = Westbound

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HORIZON YEAR 2035 WITH PROJECT
AM/PM PEAK HOUR INTERSECTION VOLUMES

Table 13
Horizon Year 2035 Conditions Intersection Levels of Service (LOS)
Signalized Study Intersections

Study Intersection		Jurisdiction	Year 2035 Without Project				Year 2035 With Project				Increase in V/C	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM
1.	I-110 SB Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	**1.023**	**F**	0.863	D	**1.028**	**F**	0.884	D	0.005	0.021
2.	I-110 NB Ramps / El Segundo Blvd.	City of Los Angeles / Caltrans	0.808	D	0.925	E	0.819	D	0.960	E	0.011	0.035
3.	Figueroa St. / El Segundo Blvd.	City of Los Angeles	0.885	D	0.785	C	0.888	D	0.808	D	0.003	0.023
4.	Broadway / El Segundo Blvd.	Los Angeles County	0.577	A	0.593	A	0.579	A	0.614	B	0.002	0.021
5.	Main St. / El Segundo Blvd.	Los Angeles County	0.624	B	0.680	B	0.627	B	0.707	C	0.003	0.027
6.	San Pedro St. / El Segundo Blvd.	Los Angeles County	0.544	A	0.599	A	0.547	A	0.634	B	0.003	0.035
7.	Avalon Blvd. / El Segundo Blvd.	Los Angeles County	0.661	B	0.836	D	0.679	B	0.888	D	0.018	0.052
8.	McKinley Ave. / El Segundo Blvd.	Los Angeles County	0.399	A	0.552	A	0.442	A	0.618	B	0.043	0.066
11.	Central Ave. / El Segundo Blvd.	Los Angeles County	0.831	D	0.879	D	0.852	D	0.888	D	0.021	0.009
12.	Avalon Blvd. / 120th Street	City of Los Angeles	0.704	C	0.757	C	0.710	C	0.774	C	0.006	0.017
14.	Central Ave. / 120th Street	City of Los Angeles	0.862	D	0.822	D	0.869	D	0.852	D	0.007	0.030
15.	Central Ave. / I-105 EB Ramps	City of Los Angeles / Caltrans	0.804	D	0.810	D	0.809	D	0.829	D	0.005	0.019
16.	Central Ave. / I-105 WB Ramps	City of Los Angeles / Caltrans	0.816	D	0.805	D	0.817	D	0.829	D	0.001	0.024

Note: Analysis performed using ICU 1 methodology.
V/C = volume-to-capacity ratio

Table 14
Horizon Year 2035 Conditions Intersection Levels of Service (LOS)
Unsignalized Study Intersections

Study Intersection		Jurisdiction	Year 2035 Without Project				Year 2035 With Project				Increase in Delay [1]	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
			Delay [1]	LOS	Delay [1]	LOS	Delay [1]	LOS	Delay [1]	LOS	AM	PM
9.	Wadsworth Ave. / El Segundo Blvd.	Los Angeles County	21.7	C	16.9	C	*Intersection removed by project.*					
10.	Clovis Ave. / El Segundo Blvd.	Los Angeles County	30.8	D	27.5	D	27.6	D	31.0	D	-3.2 [2]	3.5
13.	Wadsworth Ave. / 120th St.	City of Los Angeles	11.5	B	15.2	C	12.1	B	18.6	C	0.6	3.4
17.	Avalon Blvd. / Project Access	Los Angeles County	*Does Not Exist*				13.1	B	16.4	C	N/A	

Note: Analysis performed using 2000 HCM methodology for unsignalized intersections. N/A = Not Applicable

[1] Delay indicated in seconds per vehicle.

[2] Without the proposed project, there are only left-turning vehicles at the southbound stop-controlled approach of the intersection. The project will add right-turning trips to the southbound approach, which results in a lower average delay at the southbound approach because delay for right-turn movements is always lower than for left-turns at an unsignalized intersection.

SIGNAL WARRANT ANALYSIS

A signal warrant analysis was conducted at the intersection of El Segundo Boulevard / Clovis Avenue to determine if existing and/or future traffic volumes at the intersection justify the placement for a traffic signal. This signal warrant analysis has been conducted in accordance with guidelines published in the 2012 California MUTCD Section 4C.01 "Studies and Factors for Justifying Traffic Signal Controls." This section identifies various warrants that if met, provide the justification needed for the installation of a traffic signal.

Signal warrants were not performed at the Avalon Boulevard / Project Access intersection or the 120th Street / Project Access intersection due to the lower percentage of project trips at these intersections. Forecast level of service at these intersections is LOS C or better during the peak hours through the year 2035, and the projected daily and peak hour volumes at the minor-street approaches are too low to meet signal warrant thresholds.

The intersection of El Segundo Boulevard / Clovis Avenue is a four-way intersection that is currently controlled by stop signs at the northbound and southbound Clovis Avenue approaches of the intersection. A single lane is currently provided for all movements at the minor-street northbound and southbound approaches. The center median of El Segundo Boulevard is configured as a continuous two-way left-turn lane, from which left-turn maneuvers are allowed onto Clovis Avenue from El Segundo Boulevard in both directions of travel. The continuous two-way left-turn lane also serves as a refuge area for left-turning vehicles exiting Clovis Avenue to use before merging with through traffic on El Segundo Boulevard.

This signal warrant analysis was conducted using Warrant 3 (Peak Hour) in the 2012 California MUTCD under all analysis scenarios without and with the project. The results of the traffic signal warrant analysis are presented in Table 15. Traffic signal warrant worksheets are provided in Appendix G.

Table 15
Traffic Signal Warrant Analysis

Study Intersection	Peak Hour Warrant (Warrant 3) - Warrant Satisfied?			
	Without Project		Without Project	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Existing Conditions				
El Segundo Blvd. / Clovis Ave.	No	No	No	No
Year 2020 Cumulative Conditions				
El Segundo Blvd. / Clovis Ave.	No	No	No	No
Horizon Year 2035 Conditions				
El Segundo Blvd. / Clovis Ave.	No	No	No	No

As shown in Table 15, the Peak Hour Warrant (Warrant 3) was not satisfied under any of the analysis scenarios without or with the proposed project.

SIGNIFICANT IMPACTS AND MITIGATION

Based on the significant impact thresholds from the Los Angeles County MTA *Guidelines for CMP Transportation Impact Analysis* shown on page 7 in this report, no significant impacts were identified at the signalized study intersections under the analysis scenarios evaluated in this report. In addition, no project-related significant impacts were identified at the unsignalized study intersections based on the delay threshold using the HCM methodology for unsignalized intersections. Therefore, no mitigation measures are required for the proposed project.

SUMMARY AND CONCLUSIONS

This Traffic Impact Analysis (TIA) Report analyzed the forecast traffic impact of the proposed Earvin Magic Johnson Park Master Plan Project located in Willowbrook, a large urbanized community in unincorporated Los Angeles County adjacent to the City of Los Angeles and the City of Compton. The Earvin Magic Johnson Park Master Plan Project proposes to redevelop and expand the existing 104-acre park into a 126-acre park that includes the former 16-acre Ujima Village Housing Project and former 6-acre Honey's Little Angels Learning Center. The proposed project will include new recreational facilities and amenities such as a sports complex/stadium, community center, aquatics center, equestrian center, and a relocated County Department of Parks and Recreation South Agency headquarters.

The proposed Earvin Magic Johnson Park Master Plan Project is forecast to generate a net increase of approximately 3,489 trips per day, which includes a net increase of approximately 208 a.m. peak hour trips and a net increase of approximately 699 p.m. peak hour trips.

The findings of this Traffic Impact Analysis showed that all study intersections are forecast to operate at acceptable levels of service (LOS E or better) through the year 2020 without or with the addition of project-related traffic. By the year 2035, the intersection of El Segundo Boulevard / I-110 Southbound Ramps is forecast to operate at LOS F without or with the proposed project. The addition of project-related traffic is not forecast to result in a significant impact to El Segundo Boulevard / I-110 Southbound Ramps; therefore, no mitigation measures are required.

A signal warrant analysis was performed at the unsignalized intersection of El Segundo Boulevard / Clovis Avenue under all scenarios evaluated in this TIA Report. The Peak Hour Warrant (Warrant 3) of the 2012 California MUTCD was used to perform the signal warrant analysis. The results of the signal warrant analysis showed that the Peak Hour Warrant (Warrant 3) was not satisfied under any of the analysis scenarios without or with the proposed project.

APPENDIX A

Traffic Count Data

Average Daily Traffic (ADT) Counts

Counts Unlimited, Inc

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

City of Los Angeles
El Segundo Boulevard
B/ Broadway - Main Street
24 Hour Directional Volume Count

LAC001
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		27	134			29	166				
12:15		24	153			20	156				
12:30		16	133			16	170				
12:45		26	176	93	596	13	150	78	642	171	1238
01:00		10	153			13	178				
01:15		8	152			5	175				
01:30		21	137			7	170				
01:45		20	163	59	605	3	159	28	682	87	1287
02:00		6	147			9	178				
02:15		11	187			8	199				
02:30		10	220			11	159				
02:45		8	220	35	774	11	**189**	39	725	74	1499
03:00		5	282			13	**215**				
03:15		13	257			14	**189**				
03:30		8	324			15	**214**				
03:45		3	350	29	1213	22	176	64	794	93	2007
04:00		9	330			25	184				
04:15		8	311			29	196				
04:30		10	330			44	200				
04:45		29	**353**	56	1324	57	163	155	743	211	2067
05:00		23	**302**			44	212				
05:15		29	**361**			81	168				
05:30		39	**355**			128	217				
05:45		63	311	154	1329	164	193	417	790	571	2119
06:00		64	264			144	187				
06:15		55	289			158	145				
06:30		85	227			237	144				
06:45		128	218	332	998	283	161	822	637	1154	1635
07:00		121	185			227	134				
07:15		123	179			**293**	127				
07:30		**135**	145			**357**	128				
07:45		**153**	146	532	655	**295**	114	1172	503	1704	1158
08:00		**151**	136			**237**	113				
08:15		**128**	125			218	107				
08:30		132	111			215	89				
08:45		136	116	547	488	176	95	846	404	1393	892
09:00		114	96			157	65				
09:15		122	85			157	83				
09:30		102	80			138	61				
09:45		125	64	463	325	169	65	621	274	1084	599
10:00		132	51			123	44				
10:15		136	85			141	43				
10:30		122	53			149	44				
10:45		110	70	500	259	134	46	547	177	1047	436
11:00		127	54			138	37				
11:15		144	61			136	33				
11:30		138	31			145	31				
11:45		106	49	515	195	149	27	568	128	1083	323
Total		3315	8761	3315	8761	5357	6499	5357	6499	8672	15260
Combined Total		12076		12076		11856		11856		23932	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	567	-	-	-	1182	-	-	-	-	-
P.H.F.		0.926				0.828					
PM Peak	-	-	04:45	-	-	-	02:45	-	-	-	-
Vol.	-	-	1371	-	-	-	807	-	-	-	-
P.H.F.			0.949				0.938				
Percentage		27.5%	72.5%			45.2%	54.8%				
ADT/AADT		ADT 23,932		AADT 23,932							

Counts Unlimited, Inc

PO Box 1178
Corona, CA 92878
Phone: 951-268-6268
email: counts@countsunlimited.com

City of Los Angeles
El Segundo Boulevard
B/ Main Street - San Pedro Street
24 Hour Directional Volume Count

LAC002
Site Code: 122-14167

Start	22-Apr-14	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		23	129			21	149				
12:15		28	154			14	168				
12:30		22	128			12	140				
12:45		28	164	101	575	10	161	57	618	158	1193
01:00		12	150			10	160				
01:15		10	150			7	181				
01:30		21	134			6	158				
01:45		19	175	62	609	5	181	28	680	90	1289
02:00		11	166			10	180				
02:15		15	182			8	171				
02:30		16	222			9	**194**				
02:45		9	194	51	764	14	**203**	41	748	92	1512
03:00		12	277			13	**171**				
03:15		14	267			11	**202**				
03:30		12	297			20	172				
03:45		2	344	40	1185	16	176	60	721	100	1906
04:00		8	328			26	177				
04:15		11	310			40	183				
04:30		14	328			55	183				
04:45		15	**344**	48	1310	42	183	163	726	211	2036
05:00		22	**332**			75	177				
05:15		21	**362**			111	179				
05:30		36	**348**			159	174				
05:45		51	298	130	1340	136	177	481	707	611	2047
06:00		53	262			156	153				
06:15		53	279			245	148				
06:30		74	227			273	150				
06:45		106	201	286	969	**255**	150	929	601	1215	1570
07:00		101	194			**273**	140				
07:15		98	183			**354**	143				
07:30		122	141			**302**	131				
07:45		145	156	466	674	233	124	1162	538	1628	1212
08:00		117	135			221	112				
08:15		114	123			214	92				
08:30		105	115			178	91				
08:45		109	111	445	484	163	73	776	368	1221	852
09:00		98	94			141	81				
09:15		103	89			132	59				
09:30		82	85			163	61				
09:45		124	66	407	334	122	53	558	254	965	588
10:00		130	53			126	39				
10:15		134	68			138	49				
10:30		109	55			124	40				
10:45		**123**	72	496	248	139	35	527	163	1023	411
11:00		**139**	52			131	40				
11:15		**138**	47			121	28				
11:30		**135**	33			149	21				
11:45		109	35	521	167	165	21	566	110	1087	277
Total		3053	8659	3053	8659	5348	6234	5348	6234	8401	14893
Combined Total		11712		11712		11582		11582		23294	
AM Peak	-	10:45	-	-	-	06:45	-	-	-	-	-
Vol.	-	535	-	-	-	1184	-	-	-	-	-
P.H.F.		0.962				0.836					
PM Peak	-	-	04:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	1386	-	-	-	770	-	-	-	-
P.H.F.			0.957				0.948				
Percentage		26.1%	73.9%			46.2%	53.8%				
ADT/AADT		ADT 23,294		AADT 23,294							

Counts Unlimited, Inc

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City of Los Angeles
El Segundo Boulevard
B/ San Pedro Street - Avalon Boulevard
24 Hour Directional Volume Count

LAC003
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		22	118			14	139				
12:15		17	125			15	141				
12:30		19	115			9	146				
12:45		19	150	77	508	8	133	46	559	123	1067
01:00		14	127			7	142				
01:15		14	133			8	144				
01:30		13	135			5	146				
01:45		16	170	57	565	6	139	26	571	83	1136
02:00		8	158			5	148				
02:15		13	167			4	177				
02:30		15	209			9	144				
02:45		9	199	45	733	13	141	31	610	76	1343
03:00		10	254			5	176				
03:15		10	245			11	148				
03:30		15	296			8	167				
03:45		3	314	38	1109	7	165	31	656	69	1765
04:00		7	319			16	156				
04:15		10	288			20	157				
04:30		10	324			35	180				
04:45		14	**326**	41	1257	54	170	125	663	166	1920
05:00		22	**330**			29	**159**				
05:15		24	**332**			64	**170**				
05:30		31	**348**			82	**182**				
05:45		47	314	124	1324	120	**178**	295	689	419	2013
06:00		49	257			105	158				
06:15		53	268			137	157				
06:30		71	214			208	127				
06:45		108	194	281	933	232	141	682	583	963	1516
07:00		84	186			**216**	134				
07:15		87	165			**219**	139				
07:30		115	130			**273**	134				
07:45		132	168	418	649	**240**	127	948	534	1366	1183
08:00		107	128			203	103				
08:15		113	121			181	106				
08:30		104	111			172	83				
08:45		96	115	420	475	153	96	709	388	1129	863
09:00		98	98			131	67				
09:15		95	74			133	67				
09:30		90	77			111	57				
09:45		113	53	396	302	138	53	513	244	909	546
10:00		122	48			110	39				
10:15		121	50			108	35				
10:30		99	43			111	37				
10:45		**116**	56	458	197	98	31	427	142	885	339
11:00		**115**	39			125	30				
11:15		**123**	34			111	24				
11:30		**134**	27			108	19				
11:45		103	25	475	125	133	13	477	86	952	211
Total		2830	8177	2830	8177	4310	5725	4310	5725	7140	13902
Combined Total		11007		11007		10035		10035		21042	
AM Peak	-	10:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	488	-	-	-	948	-	-	-	-	-
P.H.F.		0.910				0.868					
PM Peak	-	-	04:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	1336	-	-	-	689	-	-	-	-
P.H.F.			0.960				0.946				
Percentage		25.7%	74.3%			42.9%	57.1%				
ADT/AADT		ADT 21,042		AADT 21,042							

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City of Los Angeles
El Segundo Boulevard
B/ Avalon Boulevard - Wadsworth Avenue
24 Hour Directional Volume Count

LAC004
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		16	121			9	153				
12:15		21	130			15	149				
12:30		22	147			12	155				
12:45		19	141	78	539	10	139	46	596	124	1135
01:00		11	132			4	160				
01:15		19	121			6	162				
01:30		15	161			6	139				
01:45		16	159	61	573	7	143	23	604	84	1177
02:00		7	174			6	137				
02:15		15	185			4	156				
02:30		12	220			4	126				
02:45		8	215	42	794	16	155	30	574	72	1368
03:00		14	270			8	179				
03:15		10	241			13	**179**				
03:30		11	315			6	**181**				
03:45		5	351	40	1177	14	**164**	41	703	81	1880
04:00		8	333			11	**180**				
04:15		14	298			19	165				
04:30		12	333			35	191				
04:45		17	**350**	51	1314	56	162	121	698	172	2012
05:00		17	**356**			33	172				
05:15		20	**351**			69	168				
05:30		37	**357**			85	184				
05:45		49	334	123	1398	144	162	331	686	454	2084
06:00		52	274			113	171				
06:15		45	285			162	140				
06:30		65	212			207	129				
06:45		102	186	264	957	238	139	720	579	984	1536
07:00		92	187			**235**	136				
07:15		98	175			**245**	119				
07:30		108	145			**324**	126				
07:45		110	154	408	661	**265**	137	1069	518	1477	1179
08:00		122	128			220	89				
08:15		104	120			196	85				
08:30		105	109			175	81				
08:45		87	110	418	467	163	79	754	334	1172	801
09:00		110	96			156	75				
09:15		96	77			122	68				
09:30		87	84			129	45				
09:45		112	55	405	312	139	52	546	240	951	552
10:00		124	58			121	40				
10:15		117	51			103	34				
10:30		103	48			119	39				
10:45		103	56	447	213	126	34	469	147	916	360
11:00		**129**	43			118	25				
11:15		**125**	36			106	26				
11:30		**134**	30			122	20				
11:45		**123**	24	511	133	144	13	490	84	1001	217
Total		2848	8538	2848	8538	4640	5763	4640	5763	7488	14301
Combined Total		11386		11386		10403		10403		21789	
AM Peak	-	11:00	-	-	-	07:00	-	-	-	-	-
Vol.	-	511	-	-	-	1069	-	-	-	-	-
P.H.F.		0.953				0.825					
PM Peak	-	-	04:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	1414	-	-	-	704	-	-	-	-
P.H.F.			0.990				0.972				
Percentage		25.0%	75.0%			44.6%	55.4%				
ADT/AADT		ADT 21,789		AADT 21,789							

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City of Los Angeles
El Segundo Boulevard
B/ Wadsworth Avenue - Clovis Avenue
24 Hour Directional Volume Count

LAC005
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	115			9	146				
12:15		22	110			13	144				
12:30		19	130			9	148				
12:45		13	147	67	502	4	128	35	566	102	1068
01:00		10	123			3	147				
01:15		16	105			4	147				
01:30		12	155			3	136				
01:45		16	143	54	526	6	141	16	571	70	1097
02:00		10	163			4	131				
02:15		13	173			4	150				
02:30		14	199			2	128				
02:45		5	192	42	727	11	158	21	567	63	1294
03:00		17	269			8	155				
03:15		10	225			9	168				
03:30		11	293			3	183				
03:45		4	364	42	1151	10	166	30	672	72	1823
04:00		12	316			8	177				
04:15		15	284			17	147				
04:30		11	329			30	181				
04:45		19	**342**	57	1271	50	166	105	671	162	1942
05:00		18	**350**			36	162				
05:15		22	**338**			65	**175**				
05:30		42	**346**			82	**190**				
05:45		45	326	127	1360	137	**166**	320	693	447	2053
06:00		51	273			119	**194**				
06:15		46	291			154	144				
06:30		56	201			186	126				
06:45		109	200	262	965	236	131	695	595	957	1560
07:00		89	183			223	113				
07:15		94	168			**233**	114				
07:30		111	140			**315**	122				
07:45		103	162	397	653	**278**	125	1049	474	1446	1127
08:00		134	118			**230**	85				
08:15		113	121			181	77				
08:30		109	96			160	81				
08:45		89	93	445	428	162	72	733	315	1178	743
09:00		112	104			147	72				
09:15		99	73			123	67				
09:30		90	76			128	41				
09:45		104	55	405	308	135	50	533	230	938	538
10:00		122	50			116	34				
10:15		108	53			104	32				
10:30		110	43			105	32				
10:45		103	52	443	198	120	30	445	128	888	326
11:00		**129**	46			120	23				
11:15		**121**	27			104	24				
11:30		**131**	31			114	19				
11:45		**126**	21	507	125	144	13	482	79	989	204
Total		2848	8214	2848	8214	4464	5561	4464	5561	7312	13775
Combined Total		11062		11062		10025		10025		21087	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	507	-	-	-	1056	-	-	-	-	-
P.H.F.		0.968				0.838					
PM Peak	-	-	04:45	-	-	-	05:15	-	-	-	-
Vol.	-	-	1376	-	-	-	725	-	-	-	-
P.H.F.			0.983				0.934				
Percentage		25.7%	74.3%			44.5%	55.5%				
ADT/AADT		ADT 21,087		AADT 21,087							

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City of Los Angeles
120th Street
B/ Avalon Boulevard - Central Avenue
24 Hour Directional Volume Count

LAC006
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	72			7	61				
12:15		6	64			9	60				
12:30		8	60			5	78				
12:45		7	71	28	267	5	77	26	276	54	543
01:00		7	75			5	81				
01:15		4	67			6	73				
01:30		7	92			8	63				
01:45		2	89	20	323	5	57	24	274	44	597
02:00		3	81			4	72				
02:15		1	85			3	84				
02:30		8	102			2	69				
02:45		5	123	17	391	7	67	16	292	33	683
03:00		8	135			4	85				
03:15		10	147			8	**163**				
03:30		9	119			4	**116**				
03:45		6	124	33	525	0	**105**	16	469	49	994
04:00		7	129			4	**94**				
04:15		8	135			4	91				
04:30		11	**136**			7	105				
04:45		4	**138**	30	538	8	96	23	386	53	924
05:00		13	**156**			8	87				
05:15		18	**150**			9	86				
05:30		30	119			22	77				
05:45		19	130	80	555	18	94	57	344	137	899
06:00		31	150			33	98				
06:15		31	113			38	76				
06:30		52	104			48	73				
06:45		48	94	162	461	71	77	190	324	352	785
07:00		75	69			74	71				
07:15		77	85			**117**	68				
07:30		**129**	66			**139**	53				
07:45		**133**	67	414	287	**194**	52	524	244	938	531
08:00		**97**	60			**99**	64				
08:15		**78**	59			83	60				
08:30		69	42			51	45				
08:45		71	37	315	198	63	50	296	219	611	417
09:00		72	51			63	52				
09:15		60	29			59	37				
09:30		66	26			55	43				
09:45		58	20	256	126	72	28	249	160	505	286
10:00		70	27			41	33				
10:15		61	26			58	30				
10:30		53	23			63	18				
10:45		49	23	233	99	51	17	213	98	446	197
11:00		47	24			58	21				
11:15		81	20			68	20				
11:30		71	16			58	23				
11:45		68	10	267	70	49	11	233	75	500	145
Total		1855	3840	1855	3840	1867	3161	1867	3161	3722	7001
Combined Total		5695		5695		5028		5028		10723	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	437	-	-	-	549	-	-	-	-	-
P.H.F.		0.821				0.707					
PM Peak	-	-	04:30	-	-	-	03:15	-	-	-	-
Vol.	-	-	580	-	-	-	478	-	-	-	-
P.H.F.			0.929				0.733				
Percentage		32.6%	67.4%			37.1%	62.9%				
ADT/AADT		ADT 10,723		AADT 10,723							

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City of Los Angeles
El Segundo Boulevard
B/ Central Avenue - Compton Avenue
24 Hour Directional Volume Count

LAC007
Site Code: 122-14167

Start	22-Apr-14	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	103			9	113				
12:15		18	116			16	101				
12:30		15	108			10	121				
12:45		19	119	69	446	8	113	43	448	112	894
01:00		6	109			3	108				
01:15		11	85			6	110				
01:30		12	132			7	108				
01:45		8	114	37	440	7	110	23	436	60	876
02:00		10	143			5	113				
02:15		9	155			3	109				
02:30		11	176			3	114				
02:45		5	180	35	654	14	122	25	458	60	1112
03:00		10	228			6	138				
03:15		10	228			9	132				
03:30		8	259			8	162				
03:45		5	313	33	1028	12	148	35	580	68	1608
04:00		6	293			9	157				
04:15		9	285			18	137				
04:30		15	321			26	156				
04:45		15	311	45	1210	40	170	93	620	138	1830
05:00		12	**326**			35	149				
05:15		8	**323**			56	**162**				
05:30		19	**320**			85	**139**				
05:45		31	**324**	70	1293	124	**167**	300	617	370	1910
06:00		38	237			93	**170**				
06:15		34	282			126	134				
06:30		48	190			196	98				
06:45		92	183	212	892	208	110	623	512	835	1404
07:00		61	175			**194**	95				
07:15		84	152			**231**	86				
07:30		115	148			**266**	105				
07:45		100	137	360	612	**234**	91	925	377	1285	989
08:00		106	124			178	78				
08:15		85	116			144	68				
08:30		90	100			156	67				
08:45		73	84	354	424	143	59	621	272	975	696
09:00		92	87			105	67				
09:15		97	64			94	50				
09:30		82	67			113	39				
09:45		69	50	340	268	122	33	434	189	774	457
10:00		100	50			70	31				
10:15		94	57			72	31				
10:30		93	47			111	26				
10:45		**102**	54	389	208	98	35	351	123	740	331
11:00		**95**	35			100	24				
11:15		**110**	22			100	17				
11:30		**100**	31			93	20				
11:45		101	27	406	115	119	9	412	70	818	185
Total		2350	7590	2350	7590	3885	4702	3885	4702	6235	12292
Combined Total		9940		9940		8587		8587		18527	
AM Peak	-	10:45	-	-	-	07:00	-	-	-	-	-
Vol.	-	407	-	-	-	925	-	-	-	-	-
P.H.F.		0.925				0.869					
PM Peak	-	-	05:00	-	-	-	05:15	-	-	-	-
Vol.	-	-	1293	-	-	-	638	-	-	-	-
P.H.F.			0.992				0.938				
Percentage		23.6%	76.4%			45.2%	54.8%				
ADT/AADT		ADT 18,527		AADT 18,527							

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City of Los Angeles
Central Avenue
B/ Interstate 105 Ramps - 120th Street
24 Hour Directional Volume Count

LAC008
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		60	192			37	131				
12:15		45	183			40	143				
12:30		33	179			19	167				
12:45		30	177	168	731	18	145	114	586	282	1317
01:00		27	191			16	172				
01:15		18	189			21	148				
01:30		18	217			19	163				
01:45		41	229	104	826	15	153	71	636	175	1462
02:00		15	210			20	164				
02:15		18	202			14	176				
02:30		28	209			14	162				
02:45		23	238	84	859	16	214	64	716	148	1575
03:00		26	222			9	166				
03:15		28	234			14	175				
03:30		36	217			20	190				
03:45		23	225	113	898	21	172	64	703	177	1601
04:00		39	242			22	192				
04:15		51	206			32	214				
04:30		62	**272**			50	204				
04:45		67	**237**	219	957	47	229	151	839	370	1796
05:00		89	**276**			36	220				
05:15		116	**268**			60	228				
05:30		164	229			102	**243**				
05:45		150	239	519	1012	94	**259**	292	950	811	1962
06:00		162	213			77	**236**				
06:15		165	201			106	**230**				
06:30		185	187			105	174				
06:45		192	180	704	781	126	192	414	832	1118	1613
07:00		**210**	168			129	158				
07:15		**232**	169			164	170				
07:30		**240**	142			**177**	183				
07:45		**227**	152	909	631	**230**	152	700	663	1609	1294
08:00		180	171			**193**	142				
08:15		189	148			**198**	163				
08:30		161	150			136	148				
08:45		174	157	704	626	171	170	698	623	1402	1249
09:00		155	133			136	150				
09:15		141	143			150	120				
09:30		145	125			127	122				
09:45		184	109	625	510	136	118	549	510	1174	1020
10:00		184	98			139	95				
10:15		149	99			116	103				
10:30		156	93			117	103				
10:45		176	66	665	356	103	79	475	380	1140	736
11:00		178	70			112	57				
11:15		175	64			112	62				
11:30		198	61			127	69				
11:45		182	58	733	253	135	55	486	243	1219	496
Total		5547	8440	5547	8440	4078	7681	4078	7681	9625	16121
Combined Total		13987		13987		11759		11759		25746	
AM Peak	-	07:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	909	-	-	-	798	-	-	-	-	-
P.H.F.		0.947				0.867					
PM Peak	-	-	04:30	-	-	-	05:30	-	-	-	-
Vol.	-	-	1053	-	-	-	968	-	-	-	-
P.H.F.			0.954				0.934				
Percentage		39.7%	60.3%			34.7%	65.3%				
ADT/AADT		ADT 25,746		AADT 25,746							

Counts Unlimited, Inc

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City of Los Angeles
Central Avenue
B/ 120th Street - El Segundo Boulevard
24 Hour Directional Volume Count

LAC009
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		31	144			37	148				
12:15		26	143			37	156				
12:30		27	150			29	172				
12:45		19	146	103	583	19	157	122	633	225	1216
01:00		16	153			17	168				
01:15		15	168			20	172				
01:30		36	167			25	171				
01:45		13	171	80	659	19	161	81	672	161	1331
02:00		13	170			23	160				
02:15		19	170			22	179				
02:30		20	211			18	160				
02:45		19	169	71	720	23	208	86	707	157	1427
03:00		18	169			11	199				
03:15		22	215			17	223				
03:30		14	196			24	223				
03:45		31	203	85	783	24	194	76	839	161	1622
04:00		27	184			27	217				
04:15		42	**231**			40	219				
04:30		54	**204**			51	216				
04:45		65	**244**	188	863	61	217	179	869	367	1732
05:00		82	**234**			53	**214**				
05:15		117	196			65	**206**				
05:30		103	204			98	**227**				
05:45		119	197	421	831	109	**248**	325	895	746	1726
06:00		137	180			78	212				
06:15		128	162			100	205				
06:30		159	148			121	169				
06:45		**159**	131	583	621	121	174	420	760	1003	1381
07:00		**181**	131			116	155				
07:15		**170**	124			145	165				
07:30		**202**	136			**186**	168				
07:45		146	148	699	539	**204**	149	651	637	1350	1176
08:00		146	126			**174**	133				
08:15		136	143			**169**	133				
08:30		139	123			129	132				
08:45		112	112	533	504	163	139	635	537	1168	1041
09:00		111	107			130	128				
09:15		118	105			132	121				
09:30		149	78			147	101				
09:45		135	88	513	378	117	93	526	443	1039	821
10:00		114	61			138	73				
10:15		115	64			119	74				
10:30		128	48			118	87				
10:45		139	53	496	226	118	69	493	303	989	529
11:00		136	39			115	53				
11:15		147	38			112	41				
11:30		133	38			150	52				
11:45		167	43	583	158	147	52	524	198	1107	356
Total		4355	6865	4355	6865	4118	7493	4118	7493	8473	14358
Combined Total		11220		11220		11611		11611		22831	
AM Peak	-	06:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	712	-	-	-	733	-	-	-	-	-
P.H.F.		0.881				0.898					
PM Peak	-	-	04:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	913	-	-	-	895	-	-	-	-
P.H.F.			0.935				0.902				
Percentage		38.8%	61.2%			35.5%	64.5%				
ADT/AADT		ADT 22,831		AADT 22,831							

Counts Unlimited, Inc

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City of Los Angeles
Central Avenue
B/ El Segundo Boulevard - 131st Street
24 Hour Directional Volume Count

LAC010
Site Code: 122-14167

Start Time	22-Apr-14 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		36	145			29	131				
12:15		26	162			31	127				
12:30		23	126			22	173				
12:45		18	134	103	567	12	130	94	561	197	1128
01:00		15	131			16	129				
01:15		6	150			14	150				
01:30		16	159			25	135				
01:45		29	165	66	605	16	140	71	554	137	1159
02:00		9	151			17	146				
02:15		9	164			18	154				
02:30		13	139			15	141				
02:45		16	189	47	643	15	166	65	607	112	1250
03:00		11	166			8	181				
03:15		17	162			13	179				
03:30		18	213			24	166				
03:45		11	170	57	711	20	185	65	711	122	1422
04:00		27	182			26	189				
04:15		21	179			38	184				
04:30		37	**231**			41	172				
04:45		47	**214**	132	806	53	222	158	767	290	1573
05:00		54	**212**			45	197				
05:15		64	**232**			54	185				
05:30		83	196			98	**212**				
05:45		93	209	294	849	83	**221**	280	815	574	1664
06:00		101	181			62	**199**				
06:15		128	201			90	**188**				
06:30		147	169			108	159				
06:45		136	138	512	689	104	161	364	707	876	1396
07:00		164	144			110	144				
07:15		**183**	140			118	142				
07:30		**193**	147			**140**	144				
07:45		**196**	141	736	572	**173**	151	541	581	1277	1153
08:00		**170**	138			**149**	132				
08:15		146	139			**141**	120				
08:30		128	139			120	107				
08:45		126	103	570	519	141	105	551	464	1121	983
09:00		121	99			102	98				
09:15		114	102			106	96				
09:30		115	94			110	102				
09:45		128	74	478	369	127	77	445	373	923	742
10:00		123	78			111	59				
10:15		102	66			93	65				
10:30		95	69			108	71				
10:45		134	35	454	248	108	59	420	254	874	502
11:00		113	41			111	48				
11:15		132	45			116	40				
11:30		141	36			132	45				
11:45		125	45	511	167	126	44	485	177	996	344
Total		3960	6745	3960	6745	3539	6571	3539	6571	7499	13316
Combined Total		10705		10705		10110		10110		20815	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	742	-	-	-	603	-	-	-	-	-
P.H.F.		0.946				0.871					
PM Peak	-	-	04:30	-	-	-	05:30	-	-	-	-
Vol.	-	-	889	-	-	-	820	-	-	-	-
P.H.F.			0.958				0.928				
Percentage		37.0%	63.0%			35.0%	65.0%				
ADT/AADT		ADT 20,815		AADT 20,815							

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City of Los Angeles
Avalon Boulevard
B/ 120th Street - El Segundo Boulevard
24 Hour Directional Volume Count

LAC011
Site Code: 122-14167

Start	22-Apr-14	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		18	116			17	102				
12:15		11	97			11	91				
12:30		13	120			8	118				
12:45		12	116	54	449	5	134	41	445	95	894
01:00		10	125			6	120				
01:15		8	121			7	125				
01:30		8	129			6	165				
01:45		8	132	34	507	12	121	31	531	65	1038
02:00		5	122			5	130				
02:15		8	156			7	134				
02:30		8	142			7	119				
02:45		15	170	36	590	13	145	32	528	68	1118
03:00		7	171			6	**144**				
03:15		6	158			9	**165**				
03:30		11	181			14	**161**				
03:45		5	210	29	720	14	**186**	43	656	72	1376
04:00		8	194			11	143				
04:15		14	218			18	150				
04:30		13	189			40	144				
04:45		16	**213**	51	814	46	159	115	596	166	1410
05:00		16	**185**			26	158				
05:15		20	**221**			39	165				
05:30		30	**213**			86	154				
05:45		32	212	98	831	98	157	249	634	347	1465
06:00		66	185			55	142				
06:15		81	168			88	138				
06:30		86	134			109	132				
06:45		97	138	330	625	149	125	401	537	731	1162
07:00		102	131			108	105				
07:15		**130**	117			123	116				
07:30		**160**	109			**149**	101				
07:45		**193**	106	585	463	**195**	80	575	402	1160	865
08:00		**129**	90			**208**	86				
08:15		106	102			**133**	85				
08:30		109	88			104	57				
08:45		100	62	444	342	102	69	547	297	991	639
09:00		98	74			106	68				
09:15		89	69			87	49				
09:30		102	60			96	59				
09:45		86	53	375	256	91	41	380	217	755	473
10:00		107	35			100	40				
10:15		90	40			104	29				
10:30		86	40			100	29				
10:45		111	33	394	148	110	25	414	123	808	271
11:00		107	35			112	18				
11:15		111	20			104	16				
11:30		114	27			114	19				
11:45		108	27	440	109	116	13	446	66	886	175
Total		2870	5854	2870	5854	3274	5032	3274	5032	6144	10886
Combined Total		8724		8724		8306		8306		17030	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	612	-	-	-	685	-	-	-	-	-
P.H.F.		0.793				0.823					
PM Peak	-	-	04:45	-	-	-	03:00	-	-	-	-
Vol.	-	-	832	-	-	-	656	-	-	-	-
P.H.F.			0.941				0.882				
Percentage		32.9%	67.1%			39.4%	60.6%				
ADT/AADT		ADT 17,030		AADT 17,030							

AM/PM Peak Period Intersection Turning Movement Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: I-110 Southbound On / Off Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : LAC110SESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	I-110 Southbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Southbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	114	0	164	278	58	308	0	366	0	0	0	0	0	132	106	238	882
07:15 AM	84	0	163	247	80	325	0	405	0	0	0	0	0	104	100	204	856
07:30 AM	111	0	175	286	92	396	0	488	0	0	0	0	0	144	125	269	1043
07:45 AM	156	0	239	395	78	347	0	425	0	0	0	0	0	143	126	269	1089
Total	465	0	741	1206	308	1376	0	1684	0	0	0	0	0	523	457	980	3870
08:00 AM	126	1	165	292	61	296	0	357	0	0	0	0	0	140	95	235	884
08:15 AM	120	0	141	261	64	289	0	353	0	0	0	0	0	120	109	229	843
08:30 AM	110	0	156	266	53	260	0	313	0	0	0	0	0	116	91	207	786
08:45 AM	117	1	167	285	49	243	0	292	0	0	0	0	0	106	76	182	759
Total	473	2	629	1104	227	1088	0	1315	0	0	0	0	0	482	371	853	3272
Grand Total	938	2	1370	2310	535	2464	0	2999	0	0	0	0	0	1005	828	1833	7142
Apprch %	40.6	0.1	59.3		17.8	82.2	0		0	0	0		0	54.8	45.2		
Total %	13.1	0	19.2	32.3	7.5	34.5	0	42	0	0	0	0	0	14.1	11.6	25.7	

	I-110 Southbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Southbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	84	0	163	247	80	325	0	405	0	0	0	0	0	104	100	204	856
07:30 AM	111	0	175	286	**92**	**396**	0	**488**	0	0	0	0	0	**144**	125	**269**	1043
07:45 AM	**156**	0	**239**	**395**	78	347	0	425	0	0	0	0	0	143	**126**	269	**1089**
08:00 AM	126	**1**	165	292	61	296	0	357	0	0	0	0	0	140	95	235	884
Total Volume	477	1	742	1220	311	1364	0	1675	0	0	0	0	0	531	446	977	3872
% App. Total	39.1	0.1	60.8		18.6	81.4	0		0	0	0		0	54.4	45.6		
PHF	.764	.250	.776	.772	.845	.861	.000	.858	.000	.000	.000	.000	.000	.922	.885	.908	.889

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
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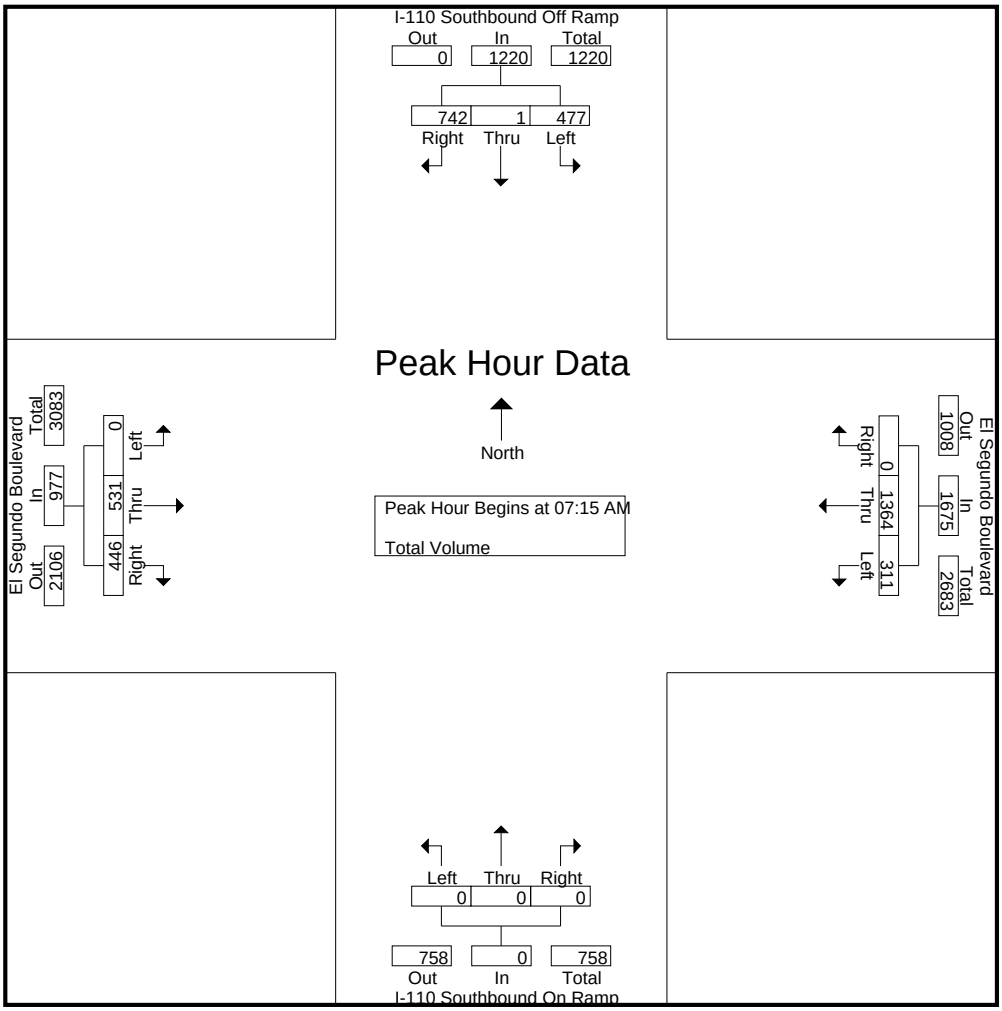
City of Los Angeles
N/S: I-110 Southbound On / Off Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : LAC110SESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	111	0	175	286	58	308	0	366	0	0	0	0	0	**144**	125	**269**
+15 mins.	**156**	0	**239**	**395**	80	325	0	405	0	0	0	0	0	143	**126**	269
+30 mins.	126	**1**	165	292	**92**	**396**	0	**488**	0	0	0	0	0	140	95	235
+45 mins.	120	0	141	261	78	347	0	425	0	0	0	0	0	120	109	229
Total Volume	513	1	720	1234	308	1376	0	1684	0	0	0	0	0	547	455	1002
% App. Total	41.6	0.1	58.3		18.3	81.7	0		0	0	0		0	54.6	45.4	
PHF	.822	.250	.753	.781	.837	.869	.000	.863	.000	.000	.000	.000	.000	.950	.903	.931

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City of Los Angeles
N/S: I-110 Southbound On / Off Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : LAC110SESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	I-110 Southbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Southbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	87	0	87	174	61	155	0	216	0	0	0	0	0	285	157	442	832
04:15 PM	115	0	110	225	43	174	0	217	0	0	0	0	0	291	143	434	876
04:30 PM	107	0	90	197	59	173	0	232	0	0	0	0	0	296	146	442	871
04:45 PM	96	0	85	181	44	189	0	233	0	0	0	0	0	304	156	460	874
Total	405	0	372	777	207	691	0	898	0	0	0	0	0	1176	602	1778	3453
05:00 PM	98	0	83	181	37	170	0	207	0	0	0	0	0	310	154	464	852
05:15 PM	89	0	74	163	42	186	0	228	0	0	0	0	0	262	141	403	794
05:30 PM	94	0	62	156	43	205	0	248	0	0	0	0	0	290	121	411	815
05:45 PM	80	0	62	142	38	216	0	254	0	0	0	0	0	292	140	432	828
Total	361	0	281	642	160	777	0	937	0	0	0	0	0	1154	556	1710	3289
Grand Total	766	0	653	1419	367	1468	0	1835	0	0	0	0	0	2330	1158	3488	6742
Apprch %	54	0	46		20	80	0		0	0	0		0	66.8	33.2		
Total %	11.4	0	9.7	21	5.4	21.8	0	27.2	0	0	0	0	0	34.6	17.2	51.7	

	I-110 Southbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Southbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**115**	0	**110**	**225**	43	174	0	217	0	0	0	0	0	291	143	434	**876**
04:30 PM	107	0	90	197	**59**	173	0	232	0	0	0	0	0	296	146	442	871
04:45 PM	96	0	85	181	44	**189**	0	**233**	0	0	0	0	0	304	**156**	460	874
05:00 PM	98	0	83	181	37	170	0	207	0	0	0	0	0	**310**	154	**464**	852
Total Volume	416	0	368	784	183	706	0	889	0	0	0	0	0	1201	599	1800	3473
% App. Total	53.1	0	46.9		20.6	79.4	0		0	0	0		0	66.7	33.3		
PHF	.904	.000	.836	.871	.775	.934	.000	.954	.000	.000	.000	.000	.000	.969	.960	.970	.991

Counts Unlimited, Inc.
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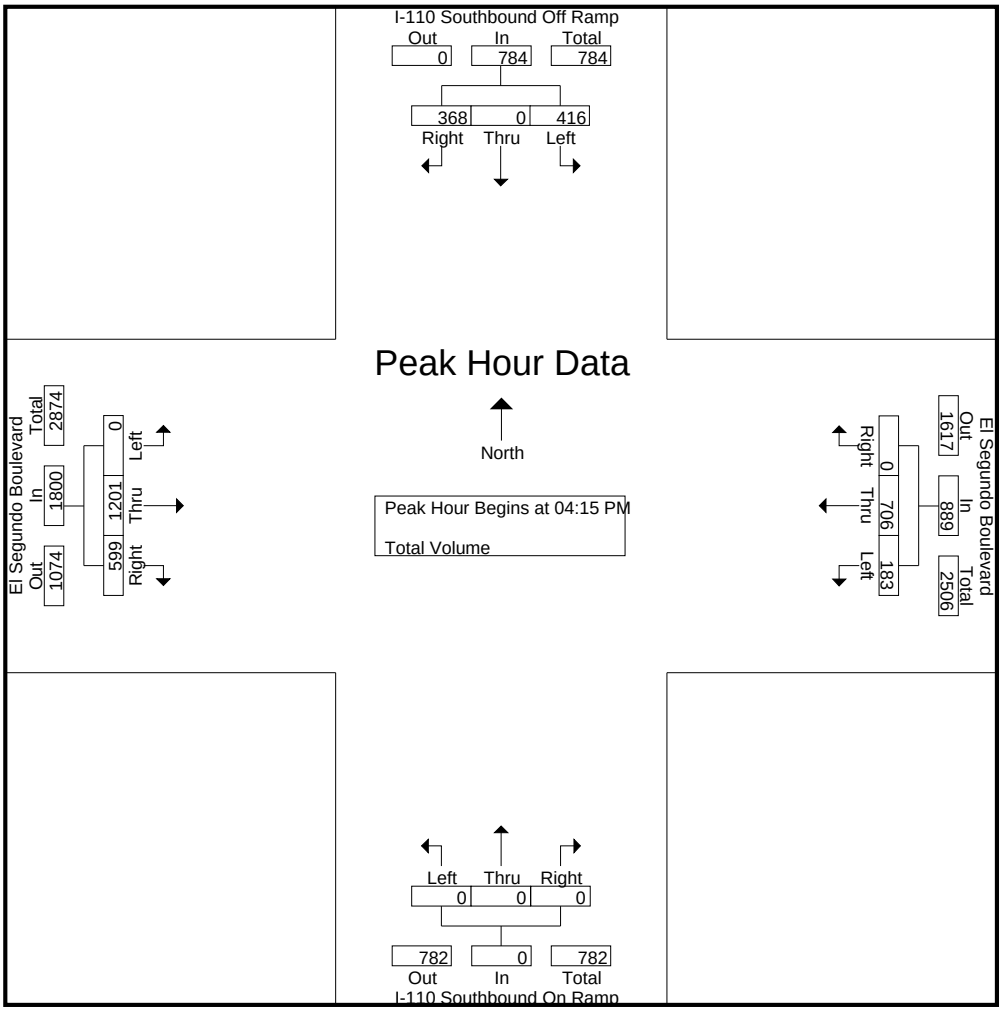
City of Los Angeles
N/S: I-110 Southbound On / Off Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : LAC110SESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:00 PM				04:15 PM			
+0 mins.	**115**	0	**110**	**225**	37	170	0	207	0	0	0	0	0	291	143	434
+15 mins.	107	0	90	197	42	186	0	228	0	0	0	0	0	296	146	442
+30 mins.	96	0	85	181	**43**	205	0	248	0	0	0	0	0	304	**156**	460
+45 mins.	98	0	83	181	38	**216**	0	**254**	0	0	0	0	0	**310**	154	**464**
Total Volume	416	0	368	784	160	777	0	937	0	0	0	0	0	1201	599	1800
% App. Total	53.1	0	46.9		17.1	82.9	0		0	0	0		0	66.7	33.3	
PHF	.904	.000	.836	.871	.930	.899	.000	.922	.000	.000	.000	.000	.000	.969	.960	.970

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City of Los Angeles
N/S: I-110 Northbound On / Off Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : LAC110NESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	I-110 Northbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Northbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	33	205	0	238	165	0	43	208	0	163	76	239	685
07:15 AM	0	0	0	0	41	257	0	298	152	0	48	200	0	128	62	190	688
07:30 AM	0	0	0	0	26	322	0	348	168	0	32	200	0	182	71	253	801
07:45 AM	0	0	0	0	21	262	0	283	162	0	52	214	0	238	60	298	795
Total	0	0	0	0	121	1046	0	1167	647	0	175	822	0	711	269	980	2969
08:00 AM	0	0	0	0	39	204	0	243	152	0	55	207	0	208	65	273	723
08:15 AM	0	0	0	0	35	197	0	232	160	0	30	190	0	199	50	249	671
08:30 AM	0	0	0	0	30	178	0	208	144	0	39	183	0	165	54	219	610
08:45 AM	0	0	0	0	29	175	0	204	124	0	40	164	0	178	40	218	586
Total	0	0	0	0	133	754	0	887	580	0	164	744	0	750	209	959	2590
Grand Total	0	0	0	0	254	1800	0	2054	1227	0	339	1566	0	1461	478	1939	5559
Apprch %	0	0	0		12.4	87.6	0		78.4	0	21.6		0	75.3	24.7		
Total %	0	0	0	0	4.6	32.4	0	36.9	22.1	0	6.1	28.2	0	26.3	8.6	34.9	

	I-110 Northbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Northbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	**41**	257	0	298	152	0	48	200	0	128	62	190	688
07:30 AM	0	0	0	0	26	**322**	0	**348**	**168**	0	32	200	0	182	**71**	253	**801**
07:45 AM	0	0	0	0	21	262	0	283	162	0	52	**214**	0	**238**	60	**298**	795
08:00 AM	0	0	0	0	39	204	0	243	152	0	**55**	207	0	208	65	273	723
Total Volume	0	0	0	0	127	1045	0	1172	634	0	187	821	0	756	258	1014	3007
% App. Total	0	0	0		10.8	89.2	0		77.2	0	22.8		0	74.6	25.4		
PHF	.000	.000	.000	.000	.774	.811	.000	.842	.943	.000	.850	.959	.000	.794	.908	.851	.939

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City of Los Angeles
N/S: I-110 Northbound On / Off Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : LAC110NESAM
Site Code : 12214167
Start Date : 4/22/2014
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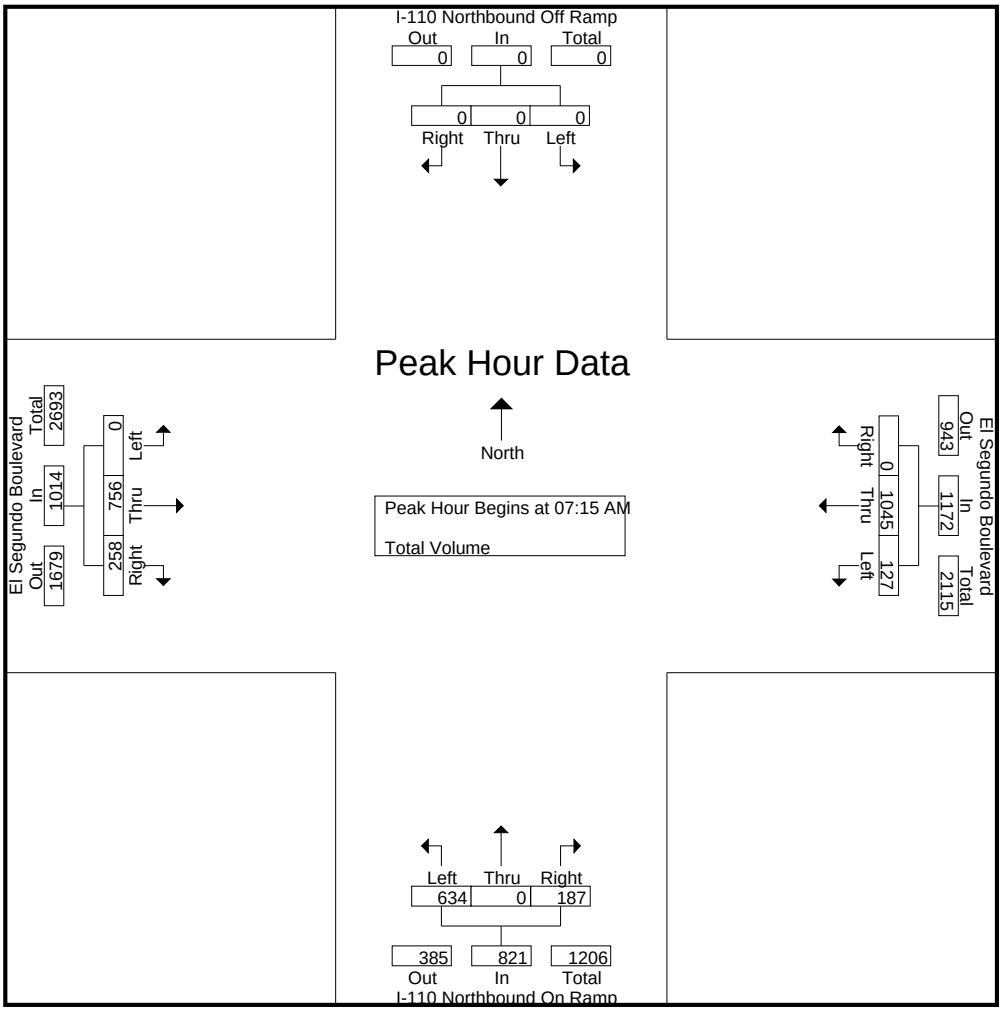

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	0	0	0	0	**41**	257	0	298	165	0	43	208	0	182	**71**	253
+15 mins.	0	0	0	0	26	**322**	0	**348**	152	0	48	200	0	**238**	60	**298**
+30 mins.	0	0	0	0	21	262	0	283	**168**	0	32	200	0	208	65	273
+45 mins.	0	0	0	0	39	204	0	243	162	0	**52**	**214**	0	199	50	249
Total Volume	0	0	0	0	127	1045	0	1172	647	0	175	822	0	827	246	1073
% App. Total	0	0	0		10.8	89.2	0		78.7	0	21.3		0	77.1	22.9	
PHF	.000	.000	.000	.000	.774	.811	.000	.842	.963	.000	.841	.960	.000	.869	.866	.900

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City of Los Angeles
N/S: I-110 Northbound On / Off Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : LAC110NESPM
Site Code : 12214167
Start Date : 4/22/2014
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Groups Printed- Total Volume

	I-110 Northbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Northbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	77	171	0	248	55	0	68	123	0	252	116	368	739
04:15 PM	0	0	0	0	59	154	0	213	59	0	65	124	0	322	95	417	754
04:30 PM	0	0	0	0	68	177	0	245	53	0	54	107	0	288	125	413	765
04:45 PM	0	0	0	0	50	168	0	218	79	0	58	137	0	302	101	403	758
Total	0	0	0	0	254	670	0	924	246	0	245	491	0	1164	437	1601	3016
05:00 PM	0	0	0	0	92	157	0	249	67	0	48	115	0	299	115	414	778
05:15 PM	0	0	0	0	81	176	0	257	56	0	72	128	0	254	106	360	745
05:30 PM	0	0	0	0	58	179	0	237	67	0	65	132	0	301	88	389	758
05:45 PM	0	0	0	0	62	176	0	238	80	0	54	134	0	298	75	373	745
Total	0	0	0	0	293	688	0	981	270	0	239	509	0	1152	384	1536	3026
Grand Total	0	0	0	0	547	1358	0	1905	516	0	484	1000	0	2316	821	3137	6042
Apprch %	0	0	0		28.7	71.3	0		51.6	0	48.4		0	73.8	26.2		
Total %	0	0	0	0	9.1	22.5	0	31.5	8.5	0	8	16.6	0	38.3	13.6	51.9	

	I-110 Northbound Off Ramp Southbound				El Segundo Boulevard Westbound				I-110 Northbound On Ramp Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	59	154	0	213	59	0	**65**	124	0	**322**	95	**417**	754
04:30 PM	0	0	0	0	68	**177**	0	245	53	0	54	107	0	288	**125**	413	765
04:45 PM	0	0	0	0	50	168	0	218	**79**	0	58	**137**	0	302	101	403	758
05:00 PM	0	0	0	0	**92**	157	0	**249**	67	0	48	115	0	299	115	414	**778**
Total Volume	0	0	0	0	269	656	0	925	258	0	225	483	0	1211	436	1647	3055
% App. Total	0	0	0		29.1	70.9	0		53.4	0	46.6		0	73.5	26.5		
PHF	.000	.000	.000	.000	.731	.927	.000	.929	.816	.000	.865	.881	.000	.940	.872	.987	.982

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City of Los Angeles
N/S: I-110 Northbound On / Off Ramps
E/W: El Segundo Boulevard
Weather: Clear

File Name : LAC110NESPM
Site Code : 12214167
Start Date : 4/22/2014
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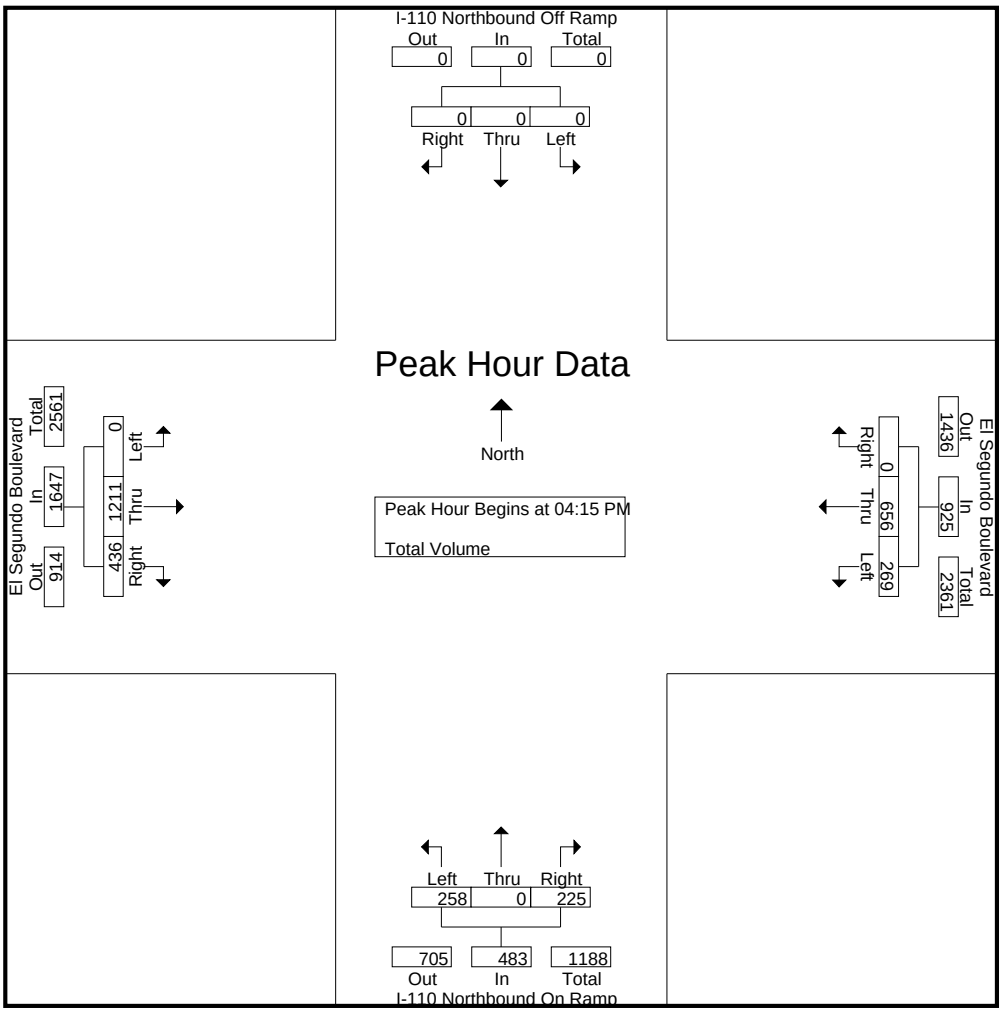

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				04:15 PM			
+0 mins.	0	0	0	0	**92**	157	0	249	**79**	0	58	**137**	0	**322**	95	**417**
+15 mins.	0	0	0	0	81	176	0	**257**	67	0	48	115	0	288	**125**	413
+30 mins.	0	0	0	0	58	**179**	0	237	56	0	**72**	128	0	302	101	403
+45 mins.	0	0	0	0	62	176	0	238	67	0	65	132	0	299	115	414
Total Volume	0	0	0	0	293	688	0	981	269	0	243	512	0	1211	436	1647
% App. Total	0	0	0		29.9	70.1	0		52.5	0	47.5		0	73.5	26.5	
PHF	.000	.000	.000	.000	.796	.961	.000	.954	.851	.000	.844	.934	.000	.940	.872	.987

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City of Los Angeles
N/S: Figueroa Street
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACFIESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Figueroa Street Southbound				El Segundo Boulevard Westbound				Figueroa Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	15	20	46	8	95	11	114	11	20	3	34	8	64	27	99	293
07:15 AM	3	26	15	44	3	108	17	128	14	49	3	66	8	64	25	97	335
07:30 AM	9	36	19	64	3	142	13	158	12	40	5	57	5	52	17	74	353
07:45 AM	3	40	18	61	5	120	7	132	5	35	5	45	11	69	15	95	333
Total	26	117	72	215	19	465	48	532	42	144	16	202	32	249	84	365	1314
08:00 AM	27	128	49	204	35	460	43	538	40	108	11	159	30	240	73	343	1244
08:15 AM	25	89	38	152	23	338	24	385	16	81	15	112	44	267	111	422	1071
08:30 AM	17	77	28	122	19	264	29	312	29	92	13	134	33	207	82	322	890
08:45 AM	20	69	27	116	16	258	31	305	31	80	15	126	28	199	69	296	843
Total	89	363	142	594	93	1320	127	1540	116	361	54	531	135	913	335	1383	4048
Grand Total	115	480	214	809	112	1785	175	2072	158	505	70	733	167	1162	419	1748	5362
Apprch %	14.2	59.3	26.5		5.4	86.1	8.4		21.6	68.9	9.5		9.6	66.5	24		
Total %	2.1	9	4	15.1	2.1	33.3	3.3	38.6	2.9	9.4	1.3	13.7	3.1	21.7	7.8	32.6	

	Figueroa Street Southbound				El Segundo Boulevard Westbound				Figueroa Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**27**	**128**	**49**	**204**	**35**	**460**	**43**	**538**	**40**	**108**	11	**159**	30	240	73	343	**1244**
08:15 AM	25	89	38	152	23	338	24	385	16	81	**15**	112	**44**	**267**	**111**	**422**	1071
08:30 AM	17	77	28	122	19	264	29	312	29	92	13	134	33	207	82	322	890
08:45 AM	20	69	27	116	16	258	31	305	31	80	15	126	28	199	69	296	843
Total Volume	89	363	142	594	93	1320	127	1540	116	361	54	531	135	913	335	1383	4048
% App. Total	15	61.1	23.9		6	85.7	8.2		21.8	68	10.2		9.8	66	24.2		
PHF	.824	.709	.724	.728	.664	.717	.738	.716	.725	.836	.900	.835	.767	.855	.755	.819	.814

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City of Los Angeles
N/S: Figueroa Street
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACFIESAM
Site Code : 12214167
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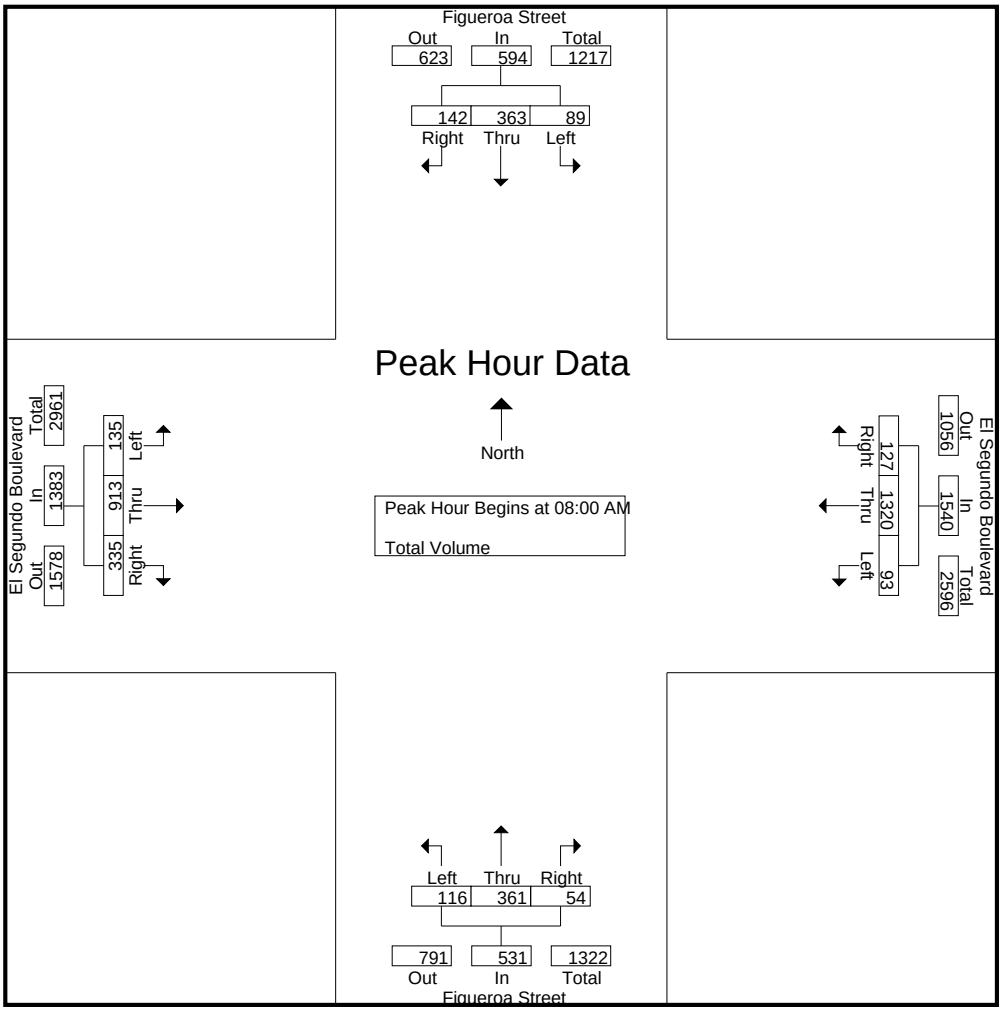

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**27**	**128**	**49**	**204**	**35**	**460**	**43**	**538**	**40**	**108**	11	**159**	30	240	73	343
+15 mins.	25	89	38	152	23	338	24	385	16	81	**15**	112	**44**	**267**	**111**	**422**
+30 mins.	17	77	28	122	19	264	29	312	29	92	13	134	33	207	82	322
+45 mins.	20	69	27	116	16	258	31	305	31	80	15	126	28	199	69	296
Total Volume	89	363	142	594	93	1320	127	1540	116	361	54	531	135	913	335	1383
% App. Total	15	61.1	23.9		6	85.7	8.2		21.8	68	10.2		9.8	66	24.2	
PHF	.824	.709	.724	.728	.664	.717	.738	.716	.725	.836	.900	.835	.767	.855	.755	.819

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City of Los Angeles
N/S: Figueroa Street
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACFIESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Figueroa Street Southbound				El Segundo Boulevard Westbound				Figueroa Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	63	16	95	8	181	25	214	45	108	30	183	32	245	29	306	798
04:15 PM	16	56	22	94	12	177	29	218	25	102	20	147	42	297	41	380	839
04:30 PM	26	73	18	117	13	176	23	212	55	120	38	213	37	259	38	334	876
04:45 PM	26	73	26	125	15	159	26	200	28	98	26	152	28	275	39	342	819
Total	84	265	82	431	48	693	103	844	153	428	114	695	139	1076	147	1362	3332
05:00 PM	17	72	16	105	8	195	24	227	51	150	34	235	27	254	51	332	899
05:15 PM	16	76	18	110	11	198	17	226	32	124	45	201	29	296	26	351	888
05:30 PM	20	72	26	118	8	171	24	203	41	115	26	182	30	307	29	366	869
05:45 PM	24	71	30	125	9	162	31	202	36	113	32	181	36	280	30	346	854
Total	77	291	90	458	36	726	96	858	160	502	137	799	122	1137	136	1395	3510
Grand Total	161	556	172	889	84	1419	199	1702	313	930	251	1494	261	2213	283	2757	6842
Apprch %	18.1	62.5	19.3		4.9	83.4	11.7		21	62.2	16.8		9.5	80.3	10.3		
Total %	2.4	8.1	2.5	13	1.2	20.7	2.9	24.9	4.6	13.6	3.7	21.8	3.8	32.3	4.1	40.3	

	Figueroa Street Southbound				El Segundo Boulevard Westbound				Figueroa Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	17	72	16	105	8	195	24	**227**	**51**	**150**	34	**235**	27	254	**51**	332	**899**
05:15 PM	16	**76**	18	110	**11**	**198**	17	226	32	124	**45**	201	29	296	26	351	888
05:30 PM	20	72	26	118	8	171	24	203	41	115	26	182	30	**307**	29	**366**	869
05:45 PM	**24**	71	**30**	**125**	9	162	**31**	202	36	113	32	181	**36**	280	30	346	854
Total Volume	77	291	90	458	36	726	96	858	160	502	137	799	122	1137	136	1395	3510
% App. Total	16.8	63.5	19.7		4.2	84.6	11.2		20	62.8	17.1		8.7	81.5	9.7		
PHF	.802	.957	.750	.916	.818	.917	.774	.945	.784	.837	.761	.850	.847	.926	.667	.953	.976

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City of Los Angeles
N/S: Figueroa Street
E/W: El Segundo Boulevard
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File Name : LACFIESPM
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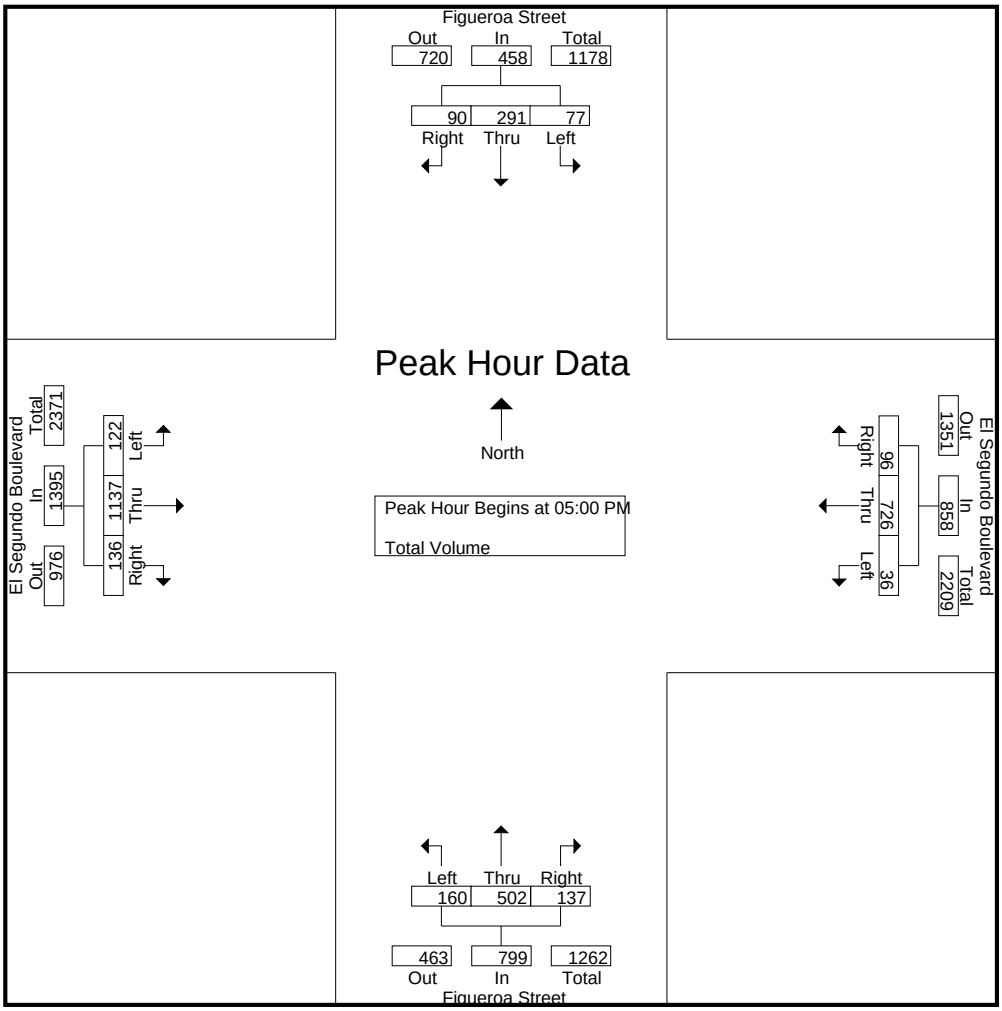

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	**26**	73	**26**	**125**	13	176	23	212	**55**	120	38	213	27	254	**51**	332
+15 mins.	17	72	16	105	**15**	159	**26**	200	28	98	26	152	29	296	26	351
+30 mins.	16	**76**	18	110	8	195	24	**227**	51	**150**	34	**235**	30	**307**	29	**366**
+45 mins.	20	72	26	118	11	**198**	17	226	32	124	**45**	201	**36**	280	30	346
Total Volume	79	293	86	458	47	728	90	865	166	492	143	801	122	1137	136	1395
% App. Total	17.2	64	18.8		5.4	84.2	10.4		20.7	61.4	17.9		8.7	81.5	9.7	
PHF	.760	.964	.827	.916	.783	.919	.865	.953	.755	.820	.794	.852	.847	.926	.667	.953

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City of Los Angeles
N/S: Broadway
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACBRESAM
Site Code : 12214167
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Groups Printed- Total Volume

	Broadway Southbound				El Segundo Boulevard Westbound				Broadway Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	40	15	61	11	198	18	227	18	47	5	70	14	103	24	141	499
07:15 AM	10	46	16	72	27	257	14	298	17	41	2	60	11	103	27	141	571
07:30 AM	9	74	27	110	31	303	15	349	20	63	3	86	9	140	17	166	711
07:45 AM	13	56	29	98	20	259	19	298	17	59	6	82	15	142	28	185	663
Total	38	216	87	341	89	1017	66	1172	72	210	16	298	49	488	96	633	2444
08:00 AM	4	45	20	69	16	208	11	235	15	44	6	65	15	143	24	182	551
08:15 AM	9	26	16	51	14	182	9	205	12	34	8	54	11	113	25	149	459
08:30 AM	11	22	20	53	12	168	17	197	18	32	4	54	10	111	22	143	447
08:45 AM	6	17	12	35	9	156	7	172	13	27	11	51	19	118	26	163	421
Total	30	110	68	208	51	714	44	809	58	137	29	224	55	485	97	637	1878
Grand Total	68	326	155	549	140	1731	110	1981	130	347	45	522	104	973	193	1270	4322
Apprch %	12.4	59.4	28.2		7.1	87.4	5.6		24.9	66.5	8.6		8.2	76.6	15.2		
Total %	1.6	7.5	3.6	12.7	3.2	40.1	2.5	45.8	3	8	1	12.1	2.4	22.5	4.5	29.4	

	Broadway Southbound				El Segundo Boulevard Westbound				Broadway Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	46	16	72	27	257	14	298	17	41	2	60	11	103	27	141	571
07:30 AM	9	**74**	27	**110**	**31**	**303**	15	**349**	**20**	**63**	3	**86**	9	140	17	166	**711**
07:45 AM	**13**	56	**29**	98	20	259	**19**	298	17	59	**6**	82	**15**	142	**28**	**185**	663
08:00 AM	4	45	20	69	16	208	11	235	15	44	6	65	15	**143**	24	182	551
Total Volume	36	221	92	349	94	1027	59	1180	69	207	17	293	50	528	96	674	2496
% App. Total	10.3	63.3	26.4		8	87	5		23.5	70.6	5.8		7.4	78.3	14.2		
PHF	.692	.747	.793	.793	.758	.847	.776	.845	.863	.821	.708	.852	.833	.923	.857	.911	.878

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City of Los Angeles
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E/W: El Segundo Boulevard
Weather: Clear

File Name : LACBRESAM
Site Code : 12214167
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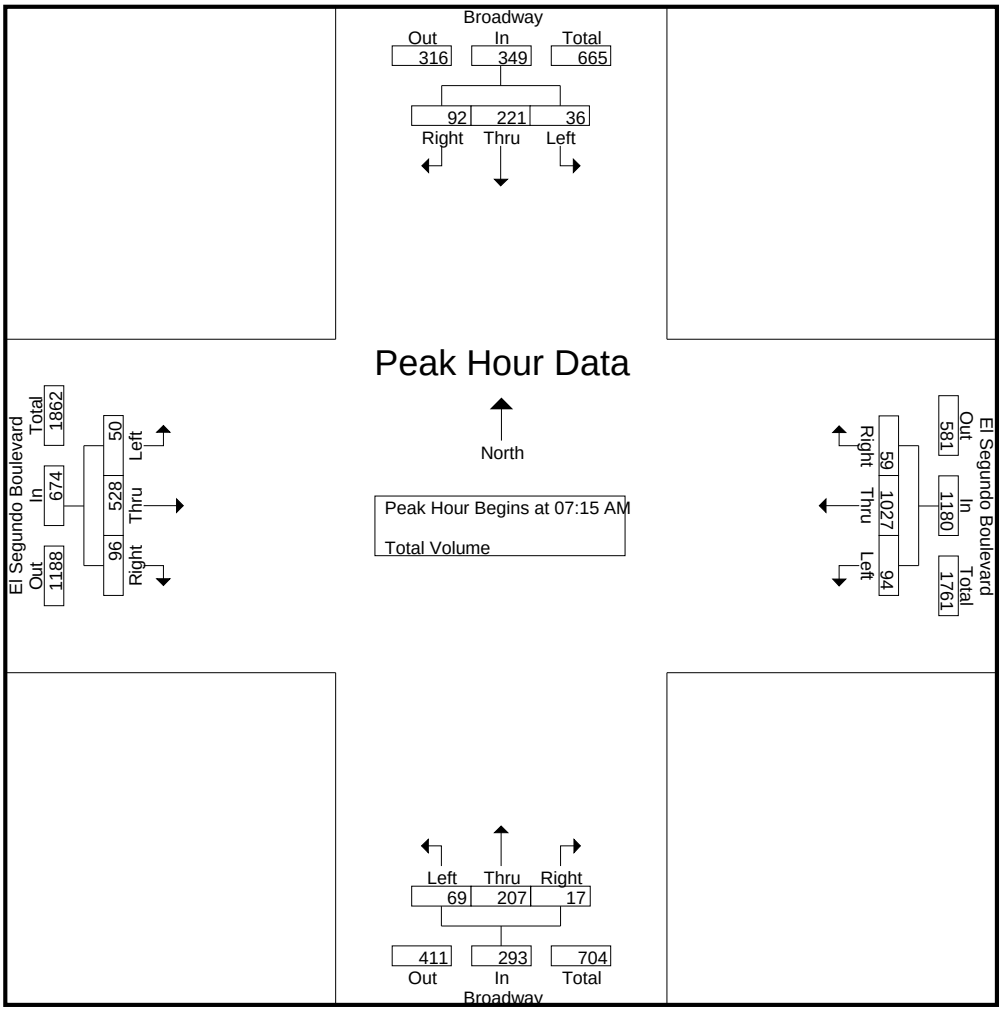

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	10	46	16	72	27	257	14	298	18	47	5	70	9	140	17	166
+15 mins.	9	**74**	27	**110**	**31**	**303**	15	**349**	17	41	2	60	**15**	142	**28**	**185**
+30 mins.	**13**	56	**29**	98	20	259	**19**	298	**20**	**63**	3	**86**	15	**143**	24	182
+45 mins.	4	45	20	69	16	208	11	235	17	59	**6**	82	11	113	25	149
Total Volume	36	221	92	349	94	1027	59	1180	72	210	16	298	50	538	94	682
% App. Total	10.3	63.3	26.4		8	87	5		24.2	70.5	5.4		7.3	78.9	13.8	
PHF	.692	.747	.793	.793	.758	.847	.776	.845	.900	.833	.667	.866	.833	.941	.839	.922

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Groups Printed- Total Volume

	Broadway Southbound				El Segundo Boulevard Westbound				Broadway Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	30	14	57	4	170	8	182	31	88	40	159	19	270	14	303	701
04:15 PM	15	39	14	68	4	172	11	187	22	56	17	95	20	293	19	332	682
04:30 PM	16	45	12	73	3	170	18	191	33	91	23	147	18	274	16	308	719
04:45 PM	20	33	20	73	6	136	26	168	22	51	21	94	23	315	16	354	689
Total	64	147	60	271	17	648	63	728	108	286	101	495	80	1152	65	1297	2791
05:00 PM	12	38	14	64	10	173	22	205	43	95	49	187	16	251	16	283	739
05:15 PM	26	33	20	79	3	162	26	191	28	76	22	126	29	329	8	366	762
05:30 PM	22	31	16	69	3	183	17	203	14	67	28	109	21	313	12	346	727
05:45 PM	18	49	22	89	7	159	17	183	18	59	12	89	37	289	4	330	691
Total	78	151	72	301	23	677	82	782	103	297	111	511	103	1182	40	1325	2919
Grand Total	142	298	132	572	40	1325	145	1510	211	583	212	1006	183	2334	105	2622	5710
Apprch %	24.8	52.1	23.1		2.6	87.7	9.6		21	58	21.1		7	89	4		
Total %	2.5	5.2	2.3	10	0.7	23.2	2.5	26.4	3.7	10.2	3.7	17.6	3.2	40.9	1.8	45.9	

	Broadway Southbound				El Segundo Boulevard Westbound				Broadway Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	38	14	64	**10**	173	22	**205**	**43**	**95**	**49**	**187**	16	251	**16**	283	739
05:15 PM	**26**	33	20	79	3	162	**26**	191	28	76	22	126	29	**329**	8	**366**	**762**
05:30 PM	22	31	16	69	3	**183**	17	203	14	67	28	109	21	313	12	346	727
05:45 PM	18	**49**	**22**	**89**	7	159	17	183	18	59	12	89	**37**	289	4	330	691
Total Volume	78	151	72	301	23	677	82	782	103	297	111	511	103	1182	40	1325	2919
% App. Total	25.9	50.2	23.9		2.9	86.6	10.5		20.2	58.1	21.7		7.8	89.2	3		
PHF	.750	.770	.818	.846	.575	.925	.788	.954	.599	.782	.566	.683	.696	.898	.625	.905	.958

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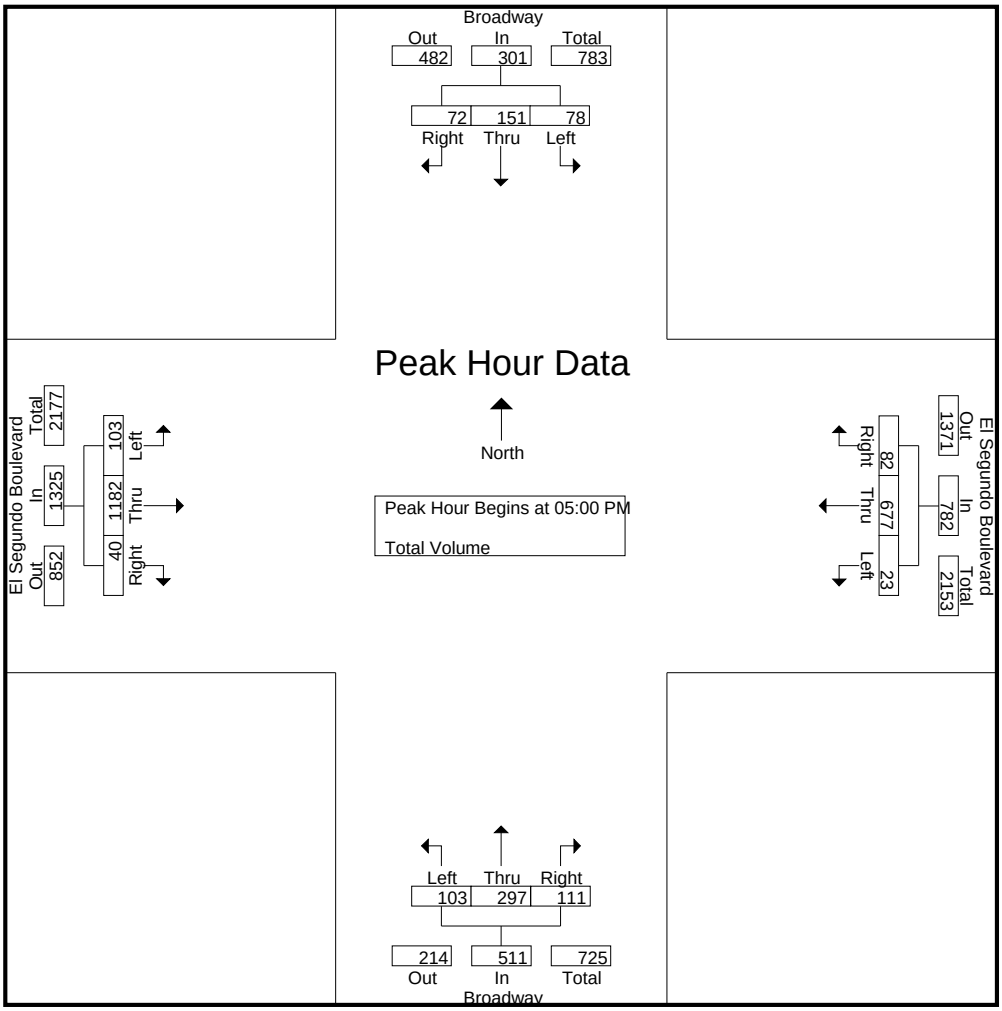

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:30 PM				04:45 PM			
+0 mins.	12	38	14	64	**10**	173	22	**205**	33	91	23	147	23	315	**16**	354
+15 mins.	**26**	33	20	79	3	162	**26**	191	22	51	21	94	16	251	16	283
+30 mins.	22	31	16	69	3	**183**	17	203	**43**	**95**	**49**	**187**	**29**	**329**	8	**366**
+45 mins.	18	**49**	**22**	**89**	7	159	17	183	28	76	22	126	21	313	12	346
Total Volume	78	151	72	301	23	677	82	782	126	313	115	554	89	1208	52	1349
% App. Total	25.9	50.2	23.9		2.9	86.6	10.5		22.7	56.5	20.8		6.6	89.5	3.9	
PHF	.750	.770	.818	.846	.575	.925	.788	.954	.733	.824	.587	.741	.767	.918	.813	.921

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Groups Printed- Total Volume

	Main Street Southbound				El Segundo Boulevard Westbound				Main Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	36	19	60	23	221	6	250	14	43	7	64	10	86	12	108	482
07:15 AM	17	52	19	88	19	246	14	279	26	64	7	97	11	70	22	103	567
07:30 AM	21	57	25	103	20	319	16	355	20	59	9	88	11	102	22	135	681
07:45 AM	22	77	26	125	23	253	16	292	13	58	6	77	16	111	23	150	644
Total	65	222	89	376	85	1039	52	1176	73	224	29	326	48	369	79	496	2374
08:00 AM	18	48	28	94	17	205	19	241	12	47	4	63	20	112	10	142	540
08:15 AM	16	38	22	76	16	172	22	210	17	43	3	63	13	95	11	119	468
08:30 AM	19	31	13	63	14	177	17	208	10	37	6	53	20	84	17	121	445
08:45 AM	8	30	13	51	10	157	15	182	11	25	6	42	21	86	14	121	396
Total	61	147	76	284	57	711	73	841	50	152	19	221	74	377	52	503	1849
Grand Total	126	369	165	660	142	1750	125	2017	123	376	48	547	122	746	131	999	4223
Apprch %	19.1	55.9	25		7	86.8	6.2		22.5	68.7	8.8		12.2	74.7	13.1		
Total %	3	8.7	3.9	15.6	3.4	41.4	3	47.8	2.9	8.9	1.1	13	2.9	17.7	3.1	23.7	

	Main Street Southbound				El Segundo Boulevard Westbound				Main Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	17	52	19	88	19	246	14	279	**26**	**64**	7	**97**	11	70	22	103	567
07:30 AM	21	57	25	103	20	**319**	16	**355**	20	59	**9**	88	11	102	22	135	**681**
07:45 AM	**22**	**77**	26	**125**	**23**	253	16	292	13	58	6	77	16	111	**23**	**150**	644
08:00 AM	18	48	**28**	94	17	205	**19**	241	12	47	4	63	**20**	**112**	10	142	540
Total Volume	78	234	98	410	79	1023	65	1167	71	228	26	325	58	395	77	530	2432
% App. Total	19	57.1	23.9		6.8	87.7	5.6		21.8	70.2	8		10.9	74.5	14.5		
PHF	.886	.760	.875	.820	.859	.802	.855	.822	.683	.891	.722	.838	.725	.882	.837	.883	.893

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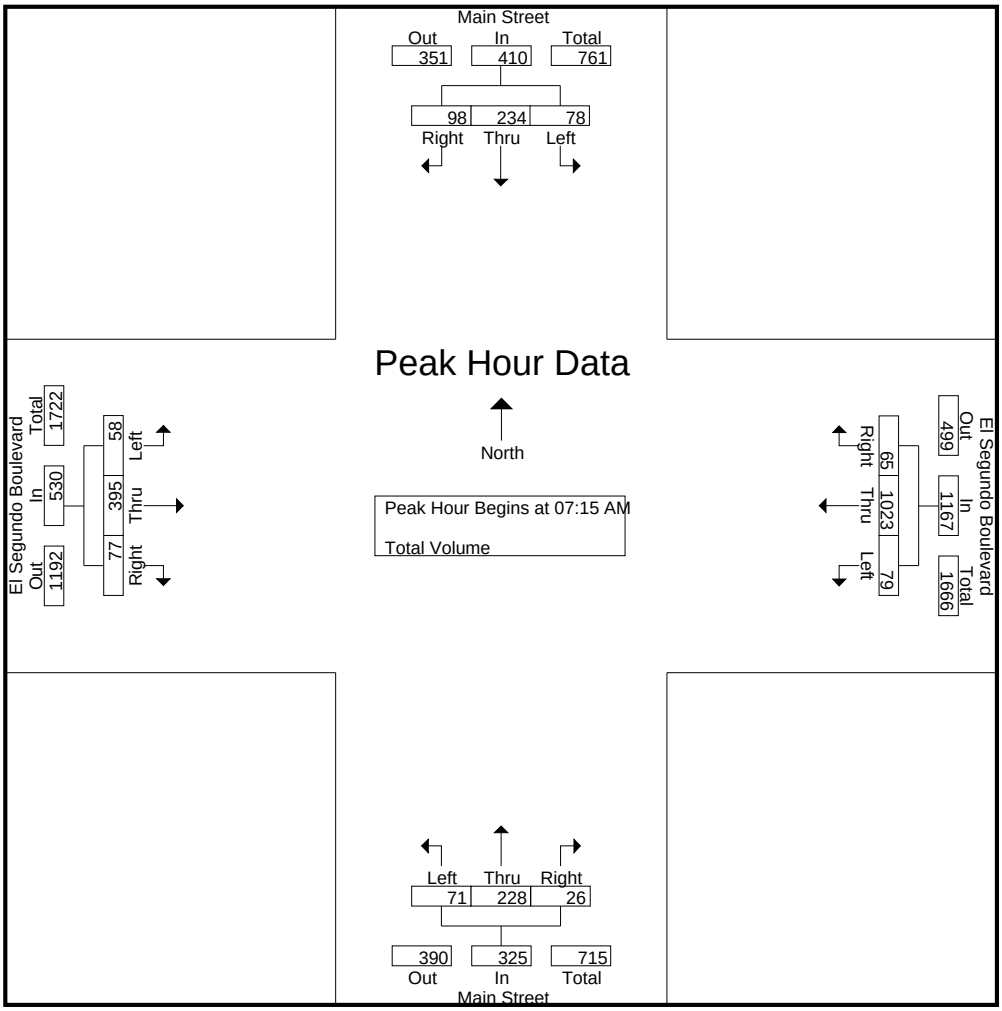

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	17	52	19	88	**23**	221	6	250	14	43	7	64	11	102	22	135
+15 mins.	21	57	25	103	19	246	14	279	**26**	**64**	7	**97**	16	111	**23**	**150**
+30 mins.	**22**	**77**	26	**125**	20	**319**	**16**	**355**	20	59	**9**	88	**20**	**112**	10	142
+45 mins.	18	48	**28**	94	23	253	16	292	13	58	6	77	13	95	11	119
Total Volume	78	234	98	410	85	1039	52	1176	73	224	29	326	60	420	66	546
% App. Total	19	57.1	23.9		7.2	88.4	4.4		22.4	68.7	8.9		11	76.9	12.1	
PHF	.886	.760	.875	.820	.924	.814	.813	.828	.702	.875	.806	.840	.750	.938	.717	.910

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City of Los Angeles
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Groups Printed- Total Volume

	Main Street Southbound				El Segundo Boulevard Westbound				Main Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	18	45	6	69	8	165	10	183	19	63	25	107	34	288	18	340	699
04:15 PM	14	40	13	67	9	121	8	138	24	109	19	152	23	216	12	251	608
04:30 PM	23	36	11	70	10	148	21	179	19	97	23	139	28	259	11	298	686
04:45 PM	27	50	11	88	15	136	8	159	17	76	23	116	31	280	9	320	683
Total	82	171	41	294	42	570	47	659	79	345	90	514	116	1043	50	1209	2676
05:00 PM	25	40	17	82	13	163	15	191	30	114	25	169	24	310	15	349	791
05:15 PM	27	48	10	85	13	135	13	161	27	86	25	138	26	316	17	359	743
05:30 PM	19	37	14	70	11	163	14	188	30	101	17	148	28	321	19	368	774
05:45 PM	20	41	3	64	4	159	13	176	22	82	10	114	27	272	20	319	673
Total	91	166	44	301	41	620	55	716	109	383	77	569	105	1219	71	1395	2981
Grand Total	173	337	85	595	83	1190	102	1375	188	728	167	1083	221	2262	121	2604	5657
Apprch %	29.1	56.6	14.3		6	86.5	7.4		17.4	67.2	15.4		8.5	86.9	4.6		
Total %	3.1	6	1.5	10.5	1.5	21	1.8	24.3	3.3	12.9	3	19.1	3.9	40	2.1	46	

	Main Street Southbound				El Segundo Boulevard Westbound				Main Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**27**	**50**	11	**88**	**15**	136	8	159	17	76	23	116	**31**	280	9	320	683
05:00 PM	25	40	**17**	82	13	**163**	**15**	**191**	**30**	**114**	**25**	**169**	24	310	15	349	**791**
05:15 PM	27	48	10	85	13	135	13	161	27	86	25	138	26	316	17	359	743
05:30 PM	19	37	14	70	11	163	14	188	30	101	17	148	28	**321**	**19**	**368**	774
Total Volume	98	175	52	325	52	597	50	699	104	377	90	571	109	1227	60	1396	2991
% App. Total	30.2	53.8	16		7.4	85.4	7.2		18.2	66	15.8		7.8	87.9	4.3		
PHF	.907	.875	.765	.923	.867	.916	.833	.915	.867	.827	.900	.845	.879	.956	.789	.948	.945

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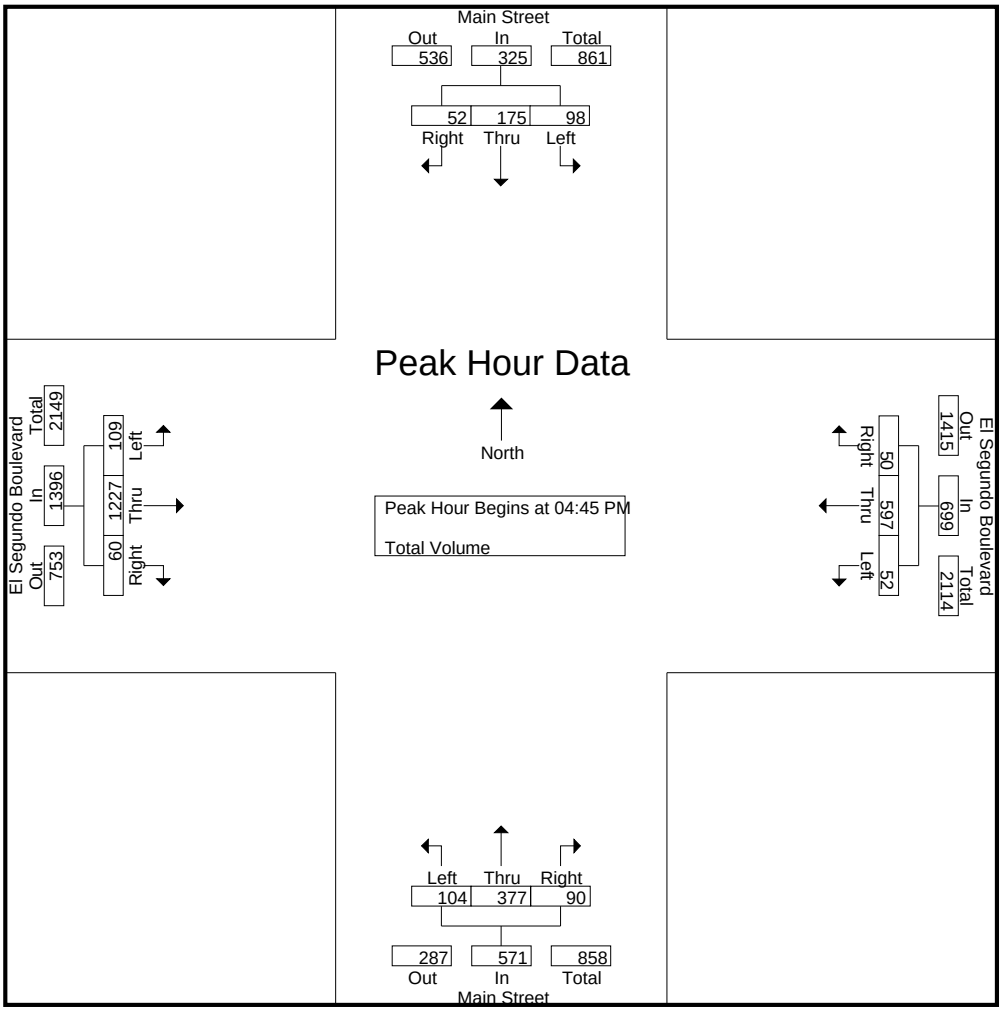

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM				04:15 PM				04:45 PM			
+0 mins.	23	36	11	70	**13**	**163**	**15**	**191**	24	109	19	152	**31**	280	9	320
+15 mins.	**27**	**50**	11	**88**	13	135	13	161	19	97	23	139	24	310	15	349
+30 mins.	25	40	**17**	82	11	163	14	188	17	76	23	116	26	316	17	359
+45 mins.	27	48	10	85	4	159	13	176	**30**	**114**	**25**	**169**	28	**321**	**19**	**368**
Total Volume	102	174	49	325	41	620	55	716	90	396	90	576	109	1227	60	1396
% App. Total	31.4	53.5	15.1		5.7	86.6	7.7		15.6	68.8	15.6		7.8	87.9	4.3	
PHF	.944	.870	.721	.923	.788	.951	.917	.937	.750	.868	.900	.852	.879	.956	.789	.948

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Groups Printed- Total Volume

	San Pedro Street Southbound				El Segundo Boulevard Westbound				San Pedro Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	21	23	47	10	199	6	215	16	17	2	35	19	69	10	98	395
07:15 AM	6	24	22	52	3	199	12	214	21	18	2	41	11	75	11	97	404
07:30 AM	7	28	38	73	7	255	3	265	24	34	8	66	10	81	12	103	507
07:45 AM	19	34	43	96	9	212	9	230	25	44	8	77	22	85	12	119	522
Total	35	107	126	268	29	865	30	924	86	113	20	219	62	310	45	417	1828
08:00 AM	14	38	27	79	10	190	10	210	16	25	6	47	13	83	15	111	447
08:15 AM	22	24	25	71	1	158	8	167	20	21	9	50	13	81	10	104	392
08:30 AM	9	25	16	50	5	153	5	163	20	26	6	52	15	76	10	101	366
08:45 AM	9	25	14	48	6	145	8	159	19	20	6	45	16	79	6	101	353
Total	54	112	82	248	22	646	31	699	75	92	27	194	57	319	41	417	1558
Grand Total	89	219	208	516	51	1511	61	1623	161	205	47	413	119	629	86	834	3386
Apprch %	17.2	42.4	40.3		3.1	93.1	3.8		39	49.6	11.4		14.3	75.4	10.3		
Total %	2.6	6.5	6.1	15.2	1.5	44.6	1.8	47.9	4.8	6.1	1.4	12.2	3.5	18.6	2.5	24.6	

	San Pedro Street Southbound				El Segundo Boulevard Westbound				San Pedro Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	24	22	52	3	199	**12**	214	21	18	2	41	11	75	11	97	404
07:30 AM	7	28	38	73	7	**255**	3	**265**	24	34	**8**	66	10	81	12	103	507
07:45 AM	**19**	34	**43**	**96**	9	212	9	230	**25**	**44**	8	**77**	**22**	**85**	12	**119**	**522**
08:00 AM	14	**38**	27	79	**10**	190	10	210	16	25	6	47	13	83	**15**	111	447
Total Volume	46	124	130	300	29	856	34	919	86	121	24	231	56	324	50	430	1880
% App. Total	15.3	41.3	43.3		3.2	93.1	3.7		37.2	52.4	10.4		13	75.3	11.6		
PHF	.605	.816	.756	.781	.725	.839	.708	.867	.860	.688	.750	.750	.636	.953	.833	.903	.900

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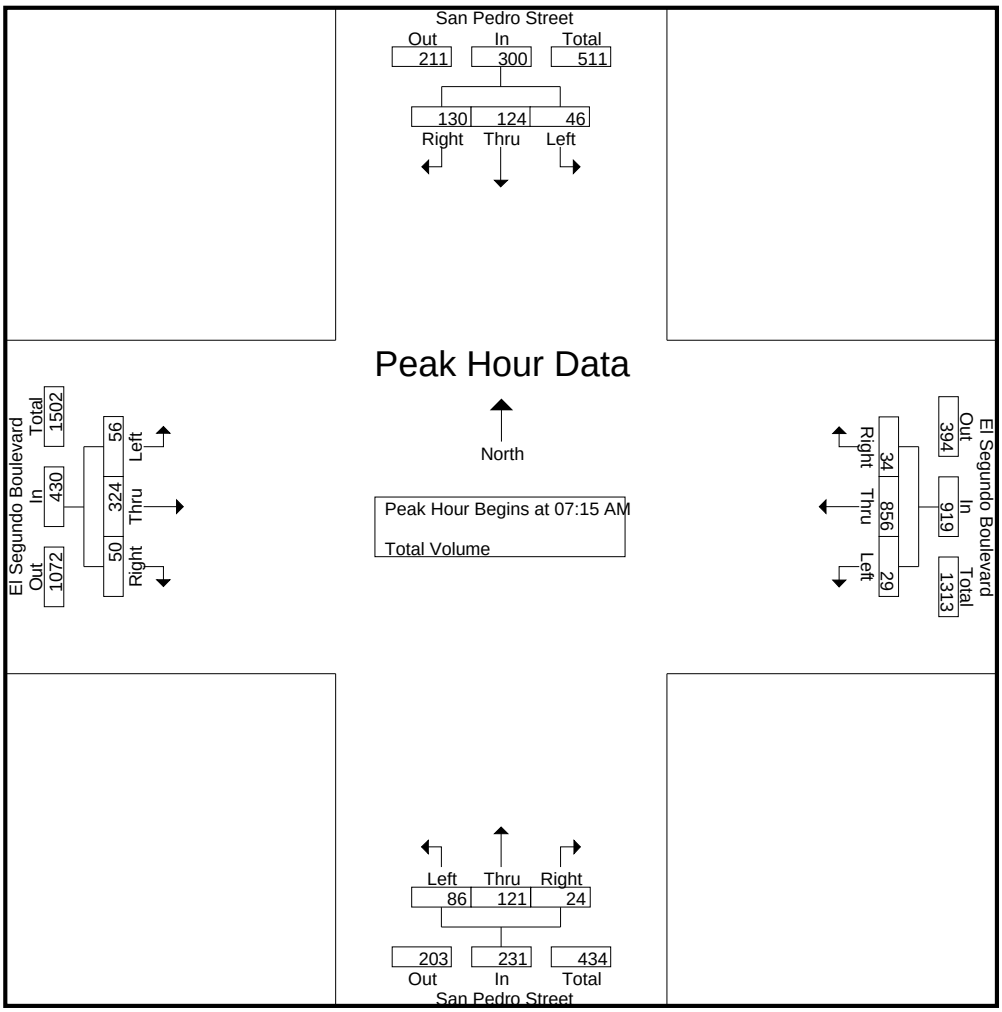
City of Los Angeles
N/S: San Pedro Street
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACSPESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	7	28	38	73	**10**	199	6	215	24	34	8	66	10	81	12	103
+15 mins.	19	34	**43**	**96**	3	199	**12**	214	**25**	**44**	8	**77**	**22**	**85**	12	**119**
+30 mins.	14	**38**	27	79	7	**255**	3	**265**	16	25	6	47	13	83	**15**	111
+45 mins.	**22**	24	25	71	9	212	9	230	20	21	**9**	50	13	81	10	104
Total Volume	62	124	133	319	29	865	30	924	85	124	31	240	58	330	49	437
% App. Total	19.4	38.9	41.7		3.1	93.6	3.2		35.4	51.7	12.9		13.3	75.5	11.2	
PHF	.705	.816	.773	.831	.725	.848	.625	.872	.850	.705	.861	.779	.659	.971	.817	.918

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Groups Printed- Total Volume

	San Pedro Street Southbound				El Segundo Boulevard Westbound				San Pedro Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	41	19	83	3	135	21	159	17	69	11	97	31	293	26	350	689
04:15 PM	17	31	18	66	9	131	20	160	18	49	14	81	20	281	23	324	631
04:30 PM	16	37	16	69	13	147	16	176	10	57	20	87	27	288	21	336	668
04:45 PM	13	44	25	82	5	149	18	172	14	51	7	72	30	311	17	358	684
Total	69	153	78	300	30	562	75	667	59	226	52	337	108	1173	87	1368	2672
05:00 PM	14	31	19	64	3	133	13	149	24	57	10	91	21	293	16	330	634
05:15 PM	15	34	15	64	14	150	18	182	19	47	13	79	26	347	24	397	722
05:30 PM	22	33	21	76	5	143	25	173	20	53	14	87	28	315	15	358	694
05:45 PM	26	30	13	69	11	141	13	165	13	47	11	71	17	275	18	310	615
Total	77	128	68	273	33	567	69	669	76	204	48	328	92	1230	73	1395	2665
Grand Total	146	281	146	573	63	1129	144	1336	135	430	100	665	200	2403	160	2763	5337
Apprch %	25.5	49	25.5		4.7	84.5	10.8		20.3	64.7	15		7.2	87	5.8		
Total %	2.7	5.3	2.7	10.7	1.2	21.2	2.7	25	2.5	8.1	1.9	12.5	3.7	45	3	51.8	

	San Pedro Street Southbound				El Segundo Boulevard Westbound				San Pedro Street Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	13	**44**	**25**	**82**	5	149	18	172	14	51	7	72	**30**	311	17	358	684
05:00 PM	14	31	19	64	3	133	13	149	**24**	**57**	10	**91**	21	293	16	330	634
05:15 PM	15	34	15	64	**14**	**150**	18	**182**	19	47	13	79	26	**347**	**24**	**397**	**722**
05:30 PM	**22**	33	21	76	5	143	**25**	173	20	53	**14**	87	28	315	15	358	694
Total Volume	64	142	80	286	27	575	74	676	77	208	44	329	105	1266	72	1443	2734
% App. Total	22.4	49.7	28		4	85.1	10.9		23.4	63.2	13.4		7.3	87.7	5		
PHF	.727	.807	.800	.872	.482	.958	.740	.929	.802	.912	.786	.904	.875	.912	.750	.909	.947

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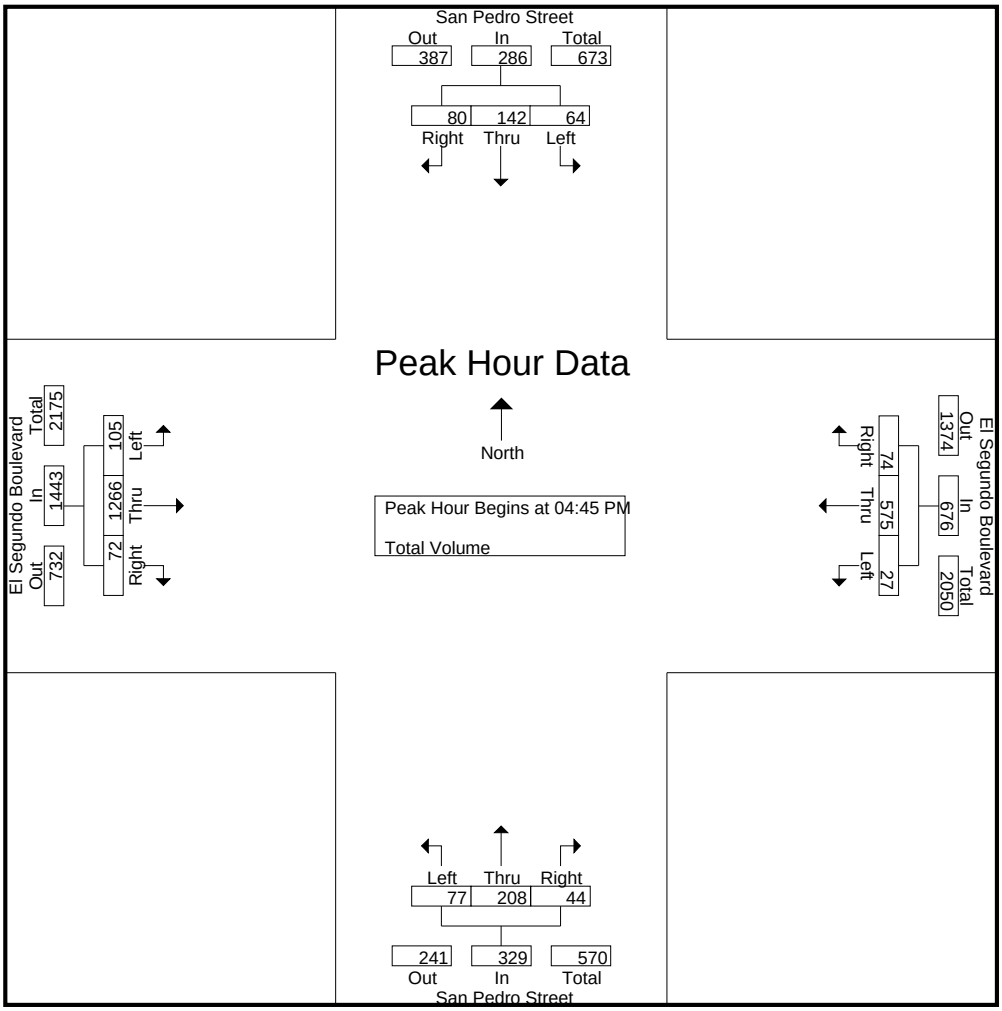

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:00 PM				04:45 PM			
+0 mins.	**23**	41	19	**83**	13	147	16	176	17	**69**	11	**97**	**30**	311	17	358
+15 mins.	17	31	18	66	5	149	**18**	172	**18**	49	14	81	21	293	16	330
+30 mins.	16	37	16	69	3	133	13	149	10	57	**20**	87	26	**347**	**24**	**397**
+45 mins.	13	**44**	**25**	82	**14**	**150**	18	**182**	14	51	7	72	28	315	15	358
Total Volume	69	153	78	300	35	579	65	679	59	226	52	337	105	1266	72	1443
% App. Total	23	51	26		5.2	85.3	9.6		17.5	67.1	15.4		7.3	87.7	5	
PHF	.750	.869	.780	.904	.625	.965	.903	.933	.819	.819	.650	.869	.875	.912	.750	.909

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City of Los Angeles
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File Name : LACAVESAM
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Groups Printed- Total Volume

	Avalon Boulevard Southbound				El Segundo Boulevard Westbound				Avalon Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	72	19	102	10	197	23	230	14	73	22	109	19	53	11	83	524
07:15 AM	10	86	22	118	26	206	24	256	13	95	18	126	19	66	9	94	594
07:30 AM	17	102	28	147	26	252	34	312	16	94	23	133	31	70	23	124	716
07:45 AM	26	122	34	182	26	199	38	263	13	117	17	147	33	86	19	138	730
Total	64	382	103	549	88	854	119	1061	56	379	80	515	102	275	62	439	2564
08:00 AM	39	117	23	179	23	171	28	222	21	78	21	120	24	63	20	107	628
08:15 AM	26	98	15	139	24	137	17	178	20	70	19	109	26	74	17	117	543
08:30 AM	15	55	27	97	19	130	21	170	20	66	20	106	19	70	16	105	478
08:45 AM	18	59	16	93	26	119	10	155	25	73	18	116	19	60	18	97	461
Total	98	329	81	508	92	557	76	725	86	287	78	451	88	267	71	426	2110
Grand Total	162	711	184	1057	180	1411	195	1786	142	666	158	966	190	542	133	865	4674
Apprch %	15.3	67.3	17.4		10.1	79	10.9		14.7	68.9	16.4		22	62.7	15.4		
Total %	3.5	15.2	3.9	22.6	3.9	30.2	4.2	38.2	3	14.2	3.4	20.7	4.1	11.6	2.8	18.5	

	Avalon Boulevard Southbound				El Segundo Boulevard Westbound				Avalon Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	86	22	118	**26**	206	24	256	13	95	18	126	19	66	9	94	594
07:30 AM	17	102	28	147	26	**252**	34	**312**	16	94	**23**	133	31	70	**23**	124	716
07:45 AM	26	**122**	**34**	**182**	26	199	**38**	263	13	**117**	17	**147**	**33**	**86**	19	**138**	**730**
08:00 AM	**39**	117	23	179	23	171	28	222	**21**	78	21	120	24	63	20	107	628
Total Volume	92	427	107	626	101	828	124	1053	63	384	79	526	107	285	71	463	2668
% App. Total	14.7	68.2	17.1		9.6	78.6	11.8		12	73	15		23.1	61.6	15.3		
PHF	.590	.875	.787	.860	.971	.821	.816	.844	.750	.821	.859	.895	.811	.828	.772	.839	.914

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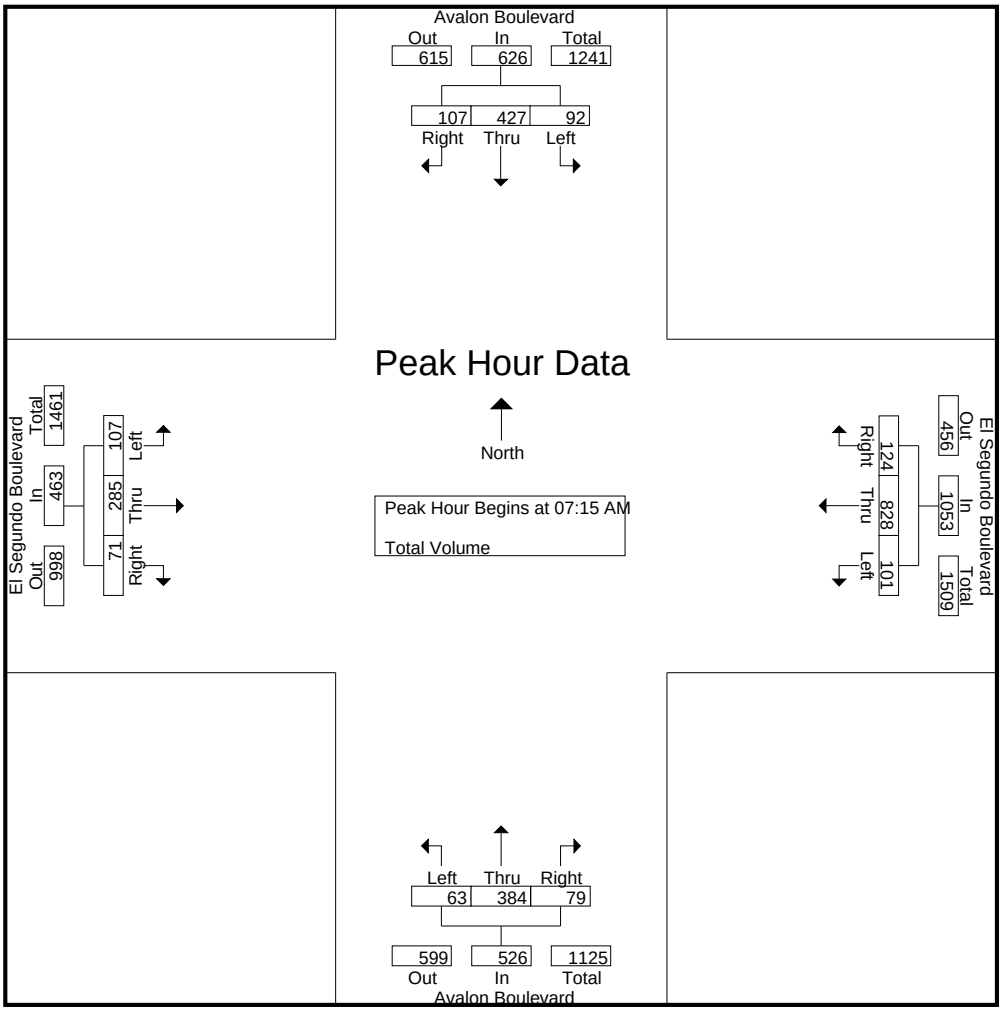

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	17	102	28	147	10	197	23	230	13	95	18	126	31	70	**23**	124
+15 mins.	26	**122**	**34**	**182**	**26**	206	24	256	16	94	**23**	133	**33**	**86**	19	**138**
+30 mins.	**39**	117	23	179	26	**252**	34	**312**	13	**117**	17	**147**	24	63	20	107
+45 mins.	26	98	15	139	26	199	**38**	263	**21**	78	21	120	26	74	17	117
Total Volume	108	439	100	647	88	854	119	1061	63	384	79	526	114	293	79	486
% App. Total	16.7	67.9	15.5		8.3	80.5	11.2		12	73	15		23.5	60.3	16.3	
PHF	.692	.900	.735	.889	.846	.847	.783	.850	.750	.821	.859	.895	.864	.852	.859	.880

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City of Los Angeles
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File Name : LACAVESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Avalon Boulevard Southbound				El Segundo Boulevard Westbound				Avalon Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	42	99	14	155	29	114	23	166	32	146	34	212	26	246	27	299	832
04:15 PM	43	98	14	155	32	114	32	178	32	149	34	215	32	267	25	324	872
04:30 PM	32	105	20	157	23	131	30	184	30	142	42	214	36	266	28	330	885
04:45 PM	43	105	19	167	35	118	24	177	22	156	28	206	25	293	33	351	901
Total	160	407	67	634	119	477	109	705	116	593	138	847	119	1072	113	1304	3490
05:00 PM	34	106	23	163	22	111	35	168	33	144	45	222	26	279	27	332	885
05:15 PM	40	124	18	182	22	126	20	168	30	172	33	235	32	295	25	352	937
05:30 PM	39	87	21	147	26	117	23	166	34	152	35	221	36	281	23	340	874
05:45 PM	38	98	17	153	17	118	25	160	38	172	28	238	26	278	34	338	889
Total	151	415	79	645	87	472	103	662	135	640	141	916	120	1133	109	1362	3585
Grand Total	311	822	146	1279	206	949	212	1367	251	1233	279	1763	239	2205	222	2666	7075
Apprch %	24.3	64.3	11.4		15.1	69.4	15.5		14.2	69.9	15.8		9	82.7	8.3		
Total %	4.4	11.6	2.1	18.1	2.9	13.4	3	19.3	3.5	17.4	3.9	24.9	3.4	31.2	3.1	37.7	

	Avalon Boulevard Southbound				El Segundo Boulevard Westbound				Avalon Boulevard Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	32	105	20	157	23	**131**	30	**184**	30	142	42	214	**36**	266	28	330	885
04:45 PM	**43**	105	19	167	**35**	118	24	177	22	156	28	206	25	293	**33**	351	901
05:00 PM	34	106	**23**	163	22	111	**35**	168	**33**	144	**45**	222	26	279	27	332	885
05:15 PM	40	**124**	18	**182**	22	126	20	168	30	**172**	33	**235**	32	**295**	25	**352**	**937**
Total Volume	149	440	80	669	102	486	109	697	115	614	148	877	119	1133	113	1365	3608
% App. Total	22.3	65.8	12		14.6	69.7	15.6		13.1	70	16.9		8.7	83	8.3		
PHF	.866	.887	.870	.919	.729	.927	.779	.947	.871	.892	.822	.933	.826	.960	.856	.969	.963

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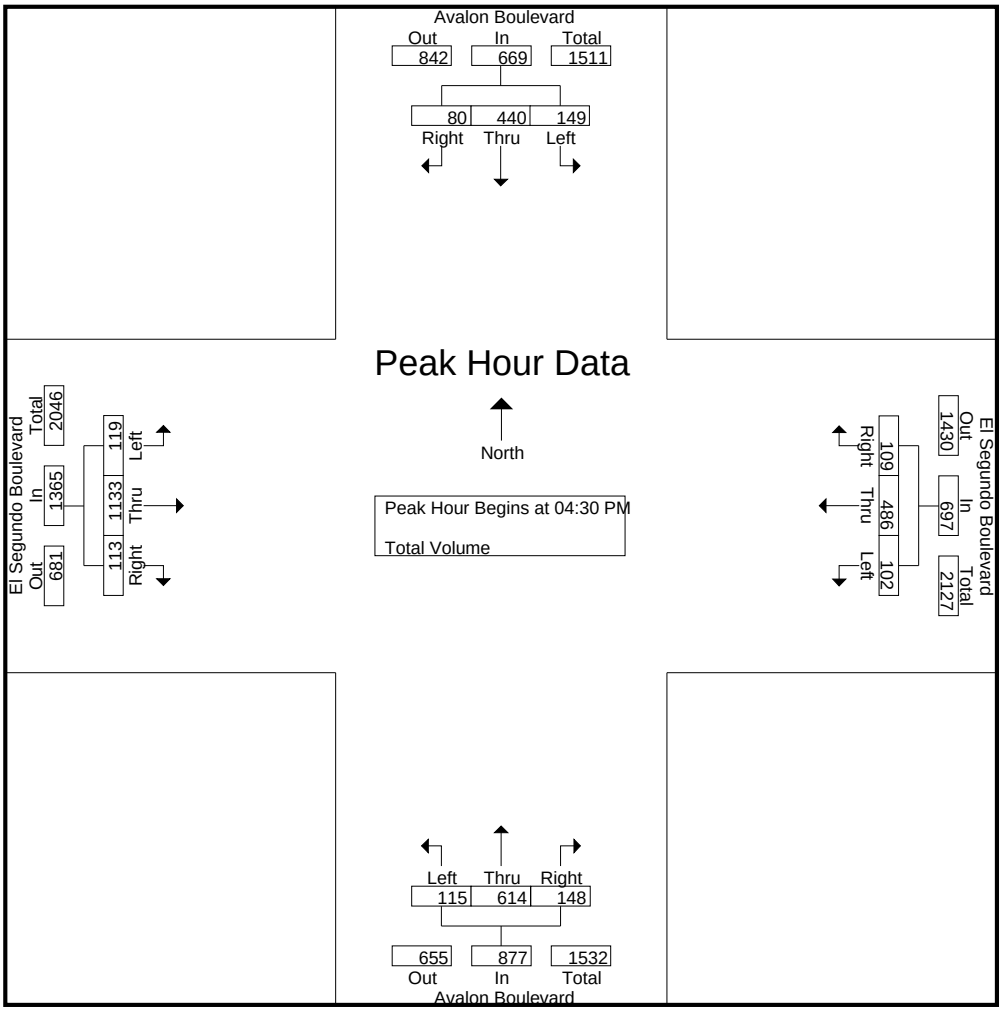


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				05:00 PM				04:45 PM			
+0 mins.	32	105	20	157	32	114	32	178	33	144	**45**	222	25	293	**33**	351
+15 mins.	**43**	105	19	167	23	**131**	30	**184**	30	**172**	33	235	26	279	27	332
+30 mins.	34	106	**23**	163	**35**	118	24	177	34	152	35	221	32	**295**	25	**352**
+45 mins.	40	**124**	18	**182**	22	111	**35**	168	**38**	172	28	**238**	**36**	281	23	340
Total Volume	149	440	80	669	112	474	121	707	135	640	141	916	119	1148	108	1375
% App. Total	22.3	65.8	12		15.8	67	17.1		14.7	69.9	15.4		8.7	83.5	7.9	
PHF	.866	.887	.870	.919	.800	.905	.864	.961	.888	.930	.783	.962	.826	.973	.818	.977

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-001 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

AM

NS/EW Streets:	McKinley Ave			McKinley Ave			El Segundo Blvd			El Segundo Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	3	0	1	3	0	
7:00 AM	3	0	6	0	0	0	0	83	2	0	224	0	318
7:15 AM	8	0	5	0	0	0	0	78	3	3	253	0	350
7:30 AM	6	0	3	0	0	0	0	101	3	3	263	0	379
7:45 AM	3	0	3	0	0	0	0	125	1	5	242	0	379
8:00 AM	7	0	3	0	0	0	0	102	13	0	203	0	328
8:15 AM	1	0	5	0	0	0	0	87	2	0	174	0	269
8:30 AM	2	0	0	0	0	0	0	96	2	1	188	0	289
8:45 AM	3	0	1	0	0	0	0	93	8	2	168	0	275
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	33	0	26	0	0	0	0	765	34	14	1715	0	2587
APPROACH %'s :	55.93%	0.00%	44.07%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	95.74%	4.26%	0.81%	99.19%	0.00%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	24	0	14	0	0	0	0	406	20	11	961	0	1436
PEAK HR FACTOR :		0.731			0.000			0.845			0.914		0.947

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-001 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

PM

NS/EW Streets:	McKinley Ave			McKinley Ave			El Segundo Blvd			El Segundo Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	3	0	1	3	0	
4:00 PM	5	0	3	0	0	0	0	328	9	2	153	0	500
4:15 PM	5	0	3	0	0	0	0	318	15	3	176	0	520
4:30 PM	1	0	3	0	0	0	0	382	12	5	181	0	584
4:45 PM	5	0	2	0	0	0	0	334	7	3	161	0	512
5:00 PM	2	0	5	0	0	0	1	370	18	5	175	0	576
5:15 PM	5	0	3	0	0	0	0	377	11	6	161	0	563
5:30 PM	7	0	5	0	0	0	0	365	6	7	157	0	547
5:45 PM	2	0	5	0	0	0	0	304	12	7	190	0	520
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	32	0	29	0	0	0	1	2778	90	38	1354	0	4322
APPROACH %'s :	52.46%	0.00%	47.54%	#DIV/0!	#DIV/0!	#DIV/0!	0.03%	96.83%	3.14%	2.73%	97.27%	0.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	13	0	13	0	0	0	1	1463	48	19	678	0	2235
PEAK HR FACTOR :		0.813			0.000			0.959			0.937		0.957

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

McKinley Ave and El Segundo Blvd , Los Angeles

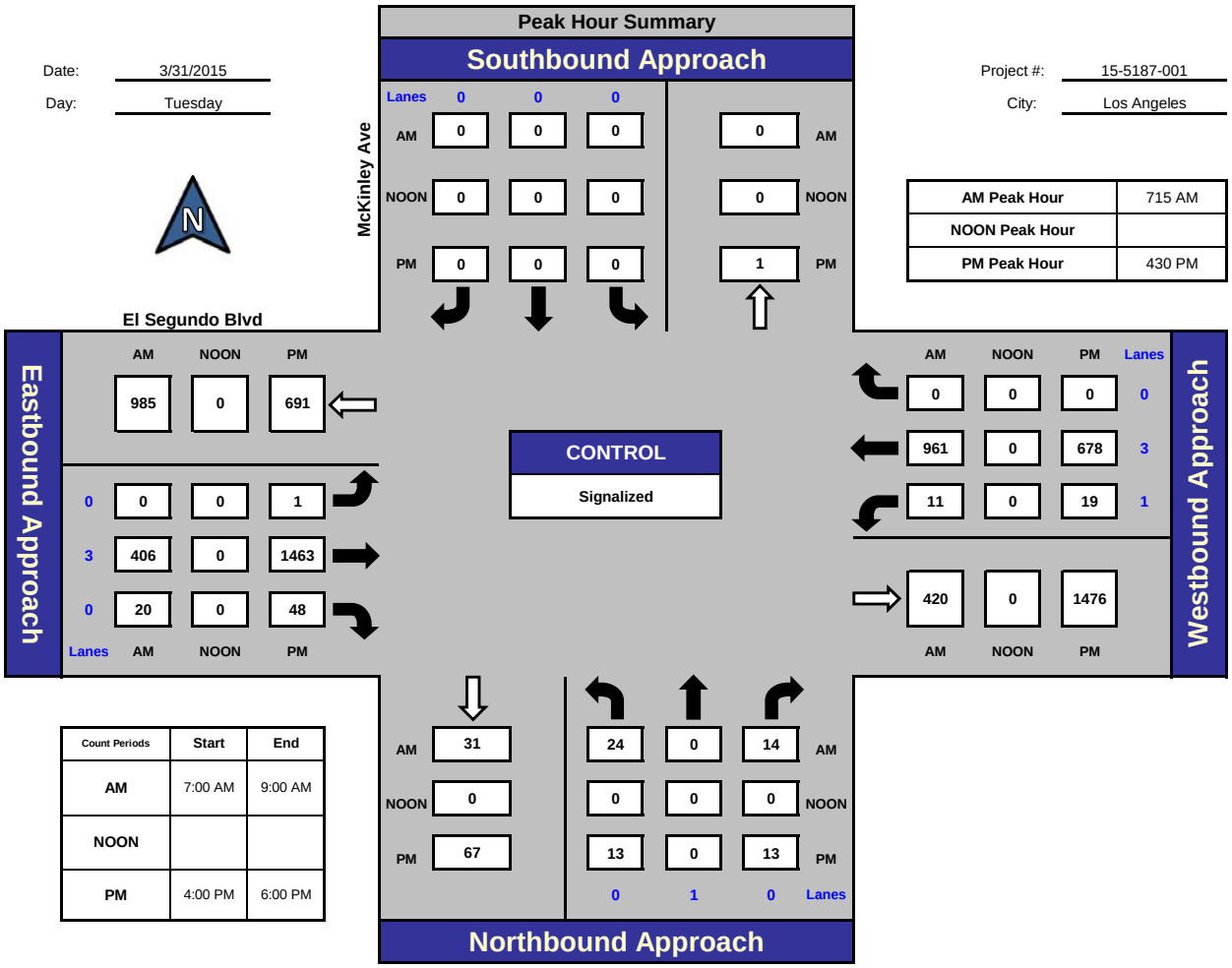
Date: 3/31/2015

Day: Tuesday

Project #: 15-5187-001

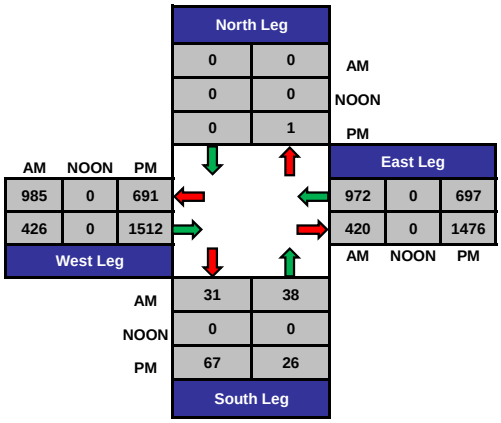
City: Los Angeles

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

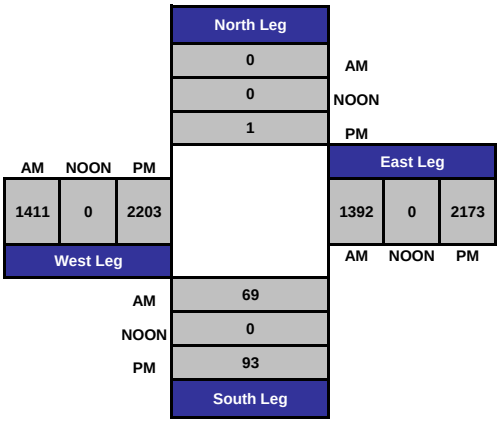


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



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City of Los Angeles
N/S: Wadsworth Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACWAESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	6	4	10	218	12	230	7	81	88	328
07:15 AM	3	6	9	253	12	265	1	92	93	367
07:30 AM	4	6	10	320	7	327	6	96	102	439
07:45 AM	8	0	8	258	11	269	3	99	102	379
Total	21	16	37	1049	42	1091	17	368	385	1513
08:00 AM	10	5	15	203	7	210	5	98	103	328
08:15 AM	9	9	18	180	5	185	5	95	100	303
08:30 AM	5	6	11	164	9	173	6	96	102	286
08:45 AM	7	5	12	152	8	160	2	82	84	256
Total	31	25	56	699	29	728	18	371	389	1173
Grand Total	52	41	93	1748	71	1819	35	739	774	2686
Apprch %	55.9	44.1		96.1	3.9		4.5	95.5		
Total %	1.9	1.5	3.5	65.1	2.6	67.7	1.3	27.5	28.8	

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	6	4	**10**	218	**12**	230	**7**	81	88	328
07:15 AM	3	**6**	9	253	12	265	1	92	93	367
07:30 AM	4	6	10	**320**	7	**327**	6	96	**102**	**439**
07:45 AM	**8**	0	8	258	11	269	3	**99**	102	379
Total Volume	21	16	37	1049	42	1091	17	368	385	1513
% App. Total	56.8	43.2		96.2	3.8		4.4	95.6		
PHF	.656	.667	.925	.820	.875	.834	.607	.929	.944	.862

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File Name : LACWAESAM
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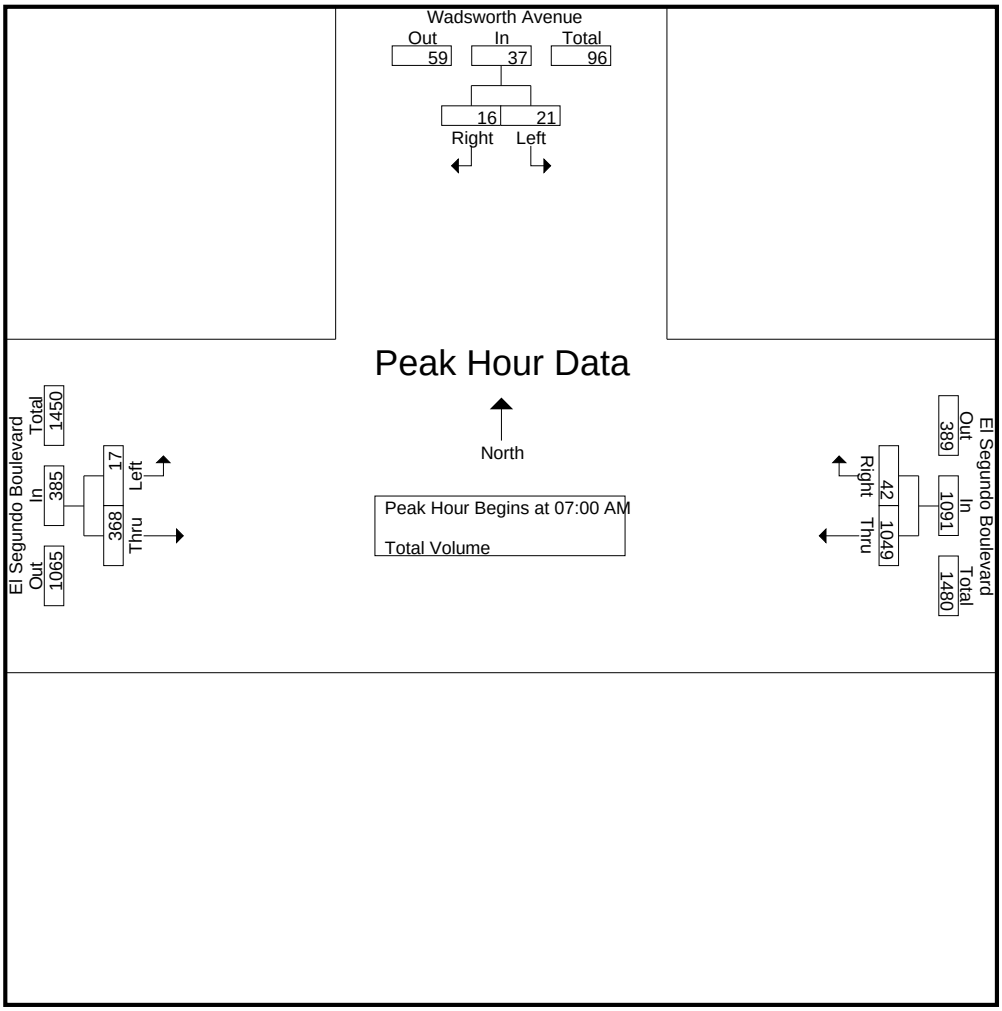

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			07:30 AM		
+0 mins.	**10**	5	15	218	**12**	230	**6**	96	102
+15 mins.	9	**9**	**18**	253	12	265	3	**99**	102
+30 mins.	5	6	11	**320**	7	**327**	5	98	**103**
+45 mins.	7	5	12	258	11	269	5	95	100
Total Volume	31	25	56	1049	42	1091	19	388	407
% App. Total	55.4	44.6		96.2	3.8		4.7	95.3	
PHF	.775	.694	.778	.820	.875	.834	.792	.980	.988

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City of Los Angeles
N/S: Wadsworth Avenue
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Weather: Clear

File Name : LACWAESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	5	2	7	175	4	179	2	317	319	505
04:15 PM	5	5	10	155	3	158	2	287	289	457
04:30 PM	5	6	11	172	5	177	9	327	336	524
04:45 PM	5	2	7	152	9	161	10	324	334	502
Total	20	15	35	654	21	675	23	1255	1278	1988
05:00 PM	6	3	9	170	7	177	9	339	348	534
05:15 PM	7	7	14	158	11	169	12	336	348	531
05:30 PM	16	4	20	176	16	192	9	339	348	560
05:45 PM	8	5	13	154	14	168	11	321	332	513
Total	37	19	56	658	48	706	41	1335	1376	2138
Grand Total	57	34	91	1312	69	1381	64	2590	2654	4126
Apprch %	62.6	37.4		95	5		2.4	97.6		
Total %	1.4	0.8	2.2	31.8	1.7	33.5	1.6	62.8	64.3	

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	6	3	9	170	7	177	9	**339**	**348**	534
05:15 PM	7	**7**	14	158	11	169	**12**	336	348	531
05:30 PM	**16**	4	**20**	**176**	**16**	**192**	9	339	348	**560**
05:45 PM	8	5	13	154	14	168	11	321	332	513
Total Volume	37	19	56	658	48	706	41	1335	1376	2138
% App. Total	66.1	33.9		93.2	6.8		3	97		
PHF	.578	.679	.700	.935	.750	.919	.854	.985	.989	.954

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City of Los Angeles
N/S: Wadsworth Avenue
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File Name : LACWAESPM
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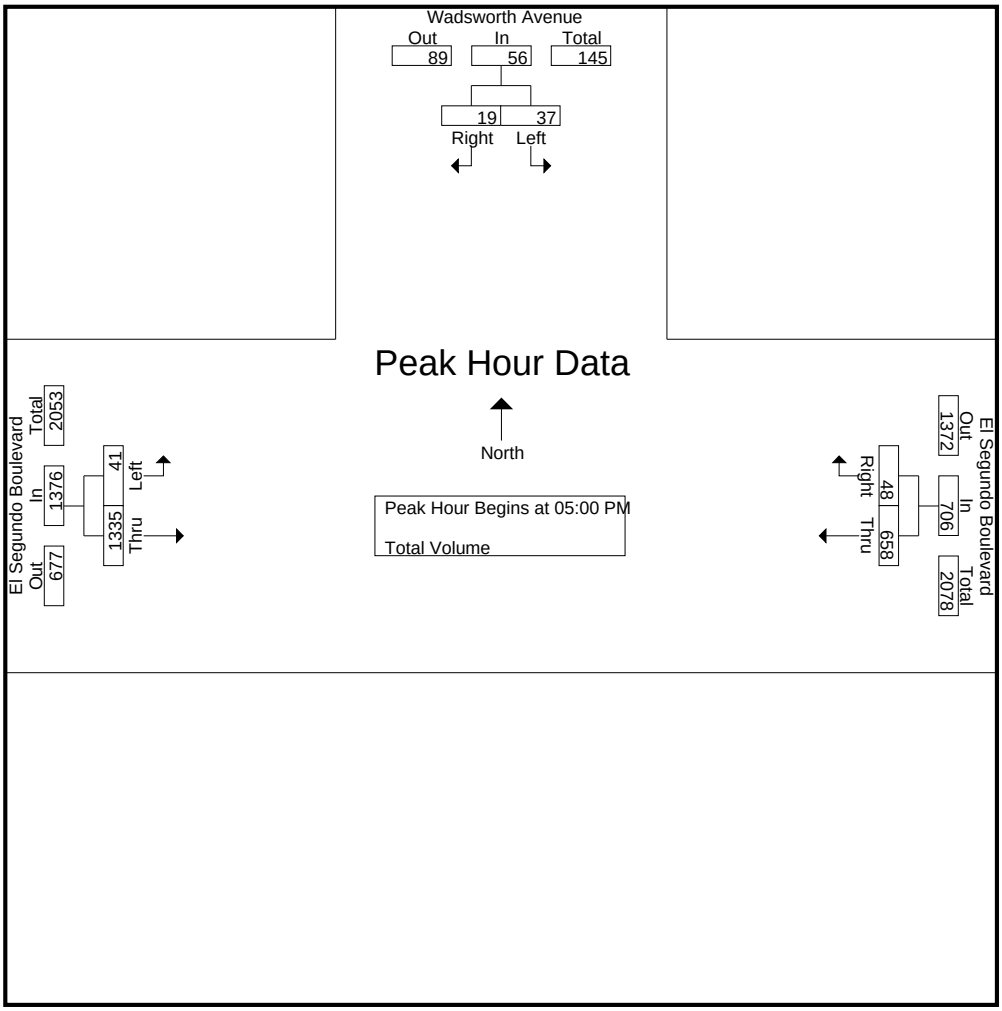

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:45 PM		
+0 mins.	6	3	9	170	7	177	10	324	334
+15 mins.	7	**7**	14	158	11	169	9	**339**	**348**
+30 mins.	**16**	4	**20**	**176**	**16**	**192**	**12**	336	348
+45 mins.	8	5	13	154	14	168	9	339	348
Total Volume	37	19	56	658	48	706	40	1338	1378
% App. Total	66.1	33.9		93.2	6.8		2.9	97.1	
PHF	.578	.679	.700	.935	.750	.919	.833	.987	.990

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City of Los Angeles
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File Name : LACCLESAM
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Groups Printed- Total Volume

	Clovis Avenue Southbound				El Segundo Boulevard Westbound				Clovis Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	0	0	3	1	220	8	229	5	0	0	5	3	83	2	88	325
07:15 AM	0	0	0	0	1	250	2	253	2	0	2	4	0	92	4	96	353
07:30 AM	0	0	0	0	1	318	0	319	9	0	2	11	0	102	0	102	432
07:45 AM	0	0	0	0	3	284	1	288	1	0	2	3	0	100	1	101	392
Total	3	0	0	3	6	1072	11	1089	17	0	6	23	3	377	7	387	1502
08:00 AM	3	0	0	3	2	223	1	226	2	0	1	3	1	127	2	130	362
08:15 AM	6	0	0	6	1	185	0	186	2	1	4	7	0	114	3	117	316
08:30 AM	7	0	0	7	2	161	0	163	0	0	2	2	1	99	1	101	273
08:45 AM	0	0	0	0	1	151	1	153	0	0	2	2	0	91	1	92	247
Total	16	0	0	16	6	720	2	728	4	1	9	14	2	431	7	440	1198
Grand Total	19	0	0	19	12	1792	13	1817	21	1	15	37	5	808	14	827	2700
Apprch %	100	0	0		0.7	98.6	0.7		56.8	2.7	40.5		0.6	97.7	1.7		
Total %	0.7	0	0	0.7	0.4	66.4	0.5	67.3	0.8	0	0.6	1.4	0.2	29.9	0.5	30.6	

	Clovis Avenue Southbound				El Segundo Boulevard Westbound				Clovis Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	250	**2**	253	2	0	**2**	4	0	92	**4**	96	353
07:30 AM	0	0	0	0	1	**318**	0	**319**	**9**	0	2	**11**	0	102	0	102	**432**
07:45 AM	0	0	0	0	**3**	284	1	288	1	0	2	3	0	100	1	101	392
08:00 AM	**3**	0	0	**3**	2	223	1	226	2	0	1	3	**1**	**127**	2	**130**	362
Total Volume	3	0	0	3	7	1075	4	1086	14	0	7	21	1	421	7	429	1539
% App. Total	100	0	0		0.6	99	0.4		66.7	0	33.3		0.2	98.1	1.6		
PHF	.250	.000	.000	.250	.583	.845	.500	.851	.389	.000	.875	.477	.250	.829	.438	.825	.891

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File Name : LACCLESAM
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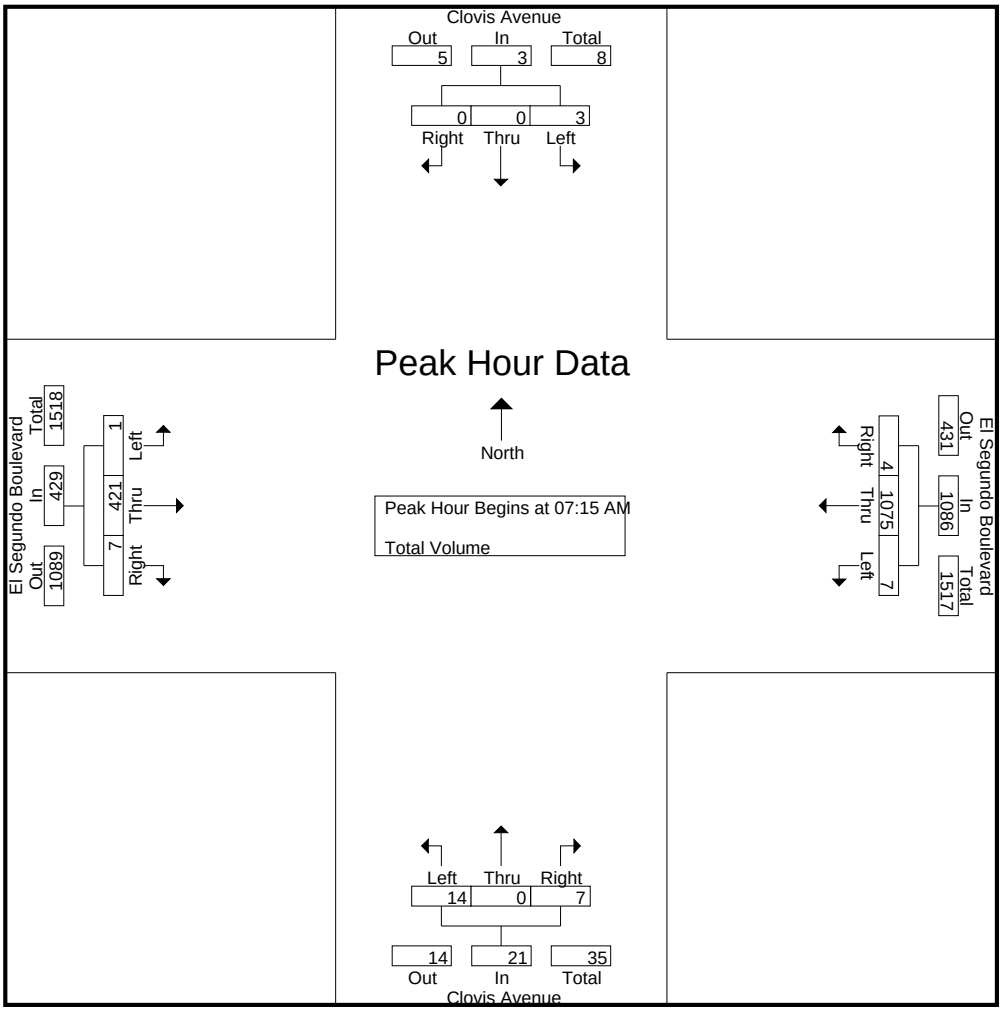

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:00 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	1	220	**8**	229	**9**	0	2	**11**	0	102	0	102
+15 mins.	3	0	0	3	1	250	2	253	1	0	2	3	0	100	1	101
+30 mins.	6	0	0	6	1	**318**	0	**319**	2	0	1	3	**1**	**127**	2	**130**
+45 mins.	**7**	0	0	**7**	**3**	284	1	288	2	**1**	**4**	7	0	114	**3**	117
Total Volume	16	0	0	16	6	1072	11	1089	14	1	9	24	1	443	6	450
% App. Total	100	0	0		0.6	98.4	1		58.3	4.2	37.5		0.2	98.4	1.3	
PHF	.571	.000	.000	.571	.500	.843	.344	.853	.389	.250	.563	.545	.250	.872	.500	.865

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City of Los Angeles
N/S: Clovis Avenue
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File Name : LACCLESPM
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Start Date : 4/22/2014
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Groups Printed- Total Volume

	Clovis Avenue Southbound				El Segundo Boulevard Westbound				Clovis Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	1	182	1	184	2	0	3	5	0	325	7	332	523
04:15 PM	3	0	1	4	2	156	1	159	2	0	0	2	0	303	1	304	469
04:30 PM	5	0	0	5	2	181	0	183	3	0	3	6	4	340	3	347	541
04:45 PM	0	0	1	1	3	167	2	172	3	0	3	6	1	338	5	344	523
Total	10	0	2	12	8	686	4	698	10	0	9	19	5	1306	16	1327	2056
05:00 PM	0	0	0	0	1	185	0	186	2	0	2	4	1	364	3	368	558
05:15 PM	1	1	2	4	0	172	0	172	1	0	1	2	1	350	2	353	531
05:30 PM	1	0	2	3	2	190	0	192	0	0	3	3	2	353	2	357	555
05:45 PM	2	1	0	3	6	170	1	177	2	1	4	7	0	319	5	324	511
Total	4	2	4	10	9	717	1	727	5	1	10	16	4	1386	12	1402	2155
Grand Total	14	2	6	22	17	1403	5	1425	15	1	19	35	9	2692	28	2729	4211
Apprch %	63.6	9.1	27.3		1.2	98.5	0.4		42.9	2.9	54.3		0.3	98.6	1		
Total %	0.3	0	0.1	0.5	0.4	33.3	0.1	33.8	0.4	0	0.5	0.8	0.2	63.9	0.7	64.8	

	Clovis Avenue Southbound				El Segundo Boulevard Westbound				Clovis Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	1	1	**3**	167	**2**	172	**3**	0	**3**	**6**	1	338	**5**	344	523
05:00 PM	0	0	0	0	1	185	0	186	2	0	2	4	1	**364**	3	**368**	**558**
05:15 PM	**1**	**1**	**2**	**4**	0	172	0	172	1	0	1	2	1	350	2	353	531
05:30 PM	1	0	2	3	2	**190**	0	**192**	0	0	3	3	**2**	353	2	357	555
Total Volume	2	1	5	8	6	714	2	722	6	0	9	15	5	1405	12	1422	2167
% App. Total	25	12.5	62.5		0.8	98.9	0.3		40	0	60		0.4	98.8	0.8		
PHF	.500	.250	.625	.500	.500	.939	.250	.940	.500	.000	.750	.625	.625	.965	.600	.966	.971

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City of Los Angeles
N/S: Clovis Avenue
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Weather: Clear

File Name : LACCLESPM
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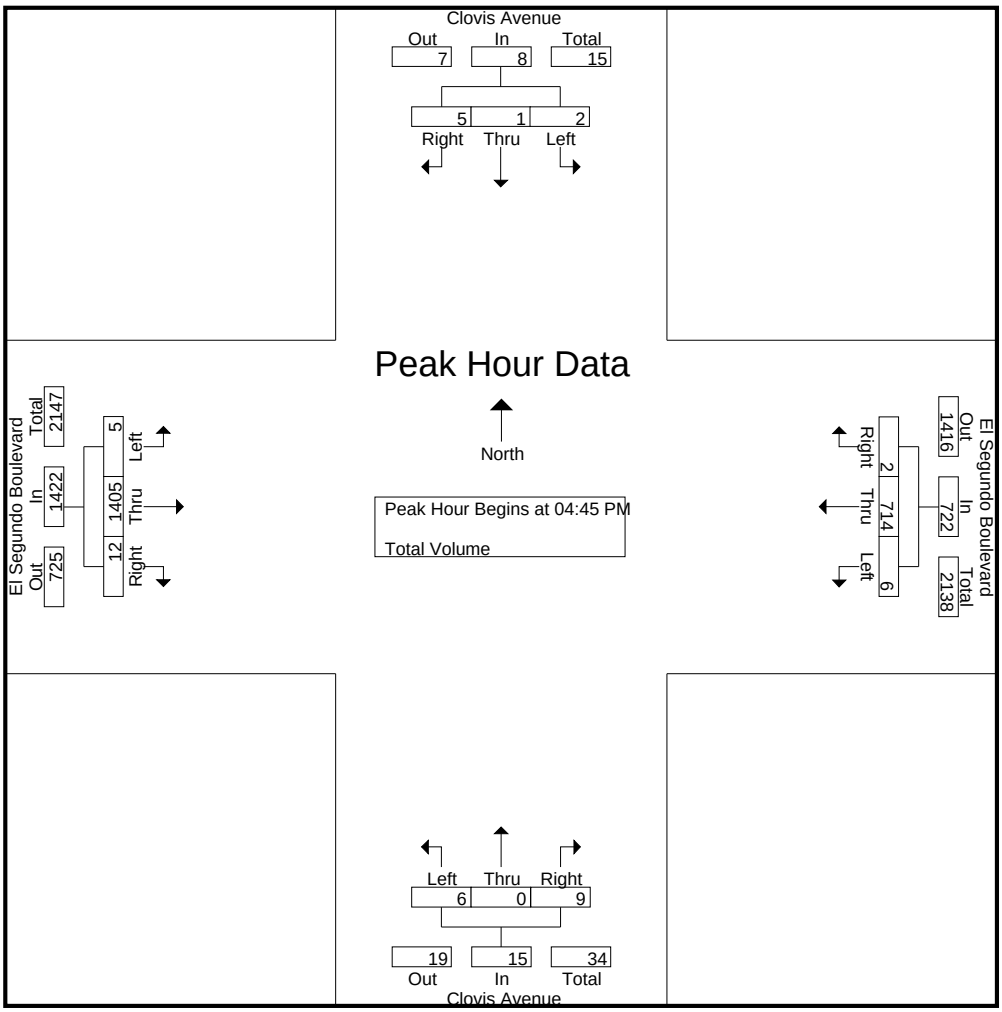

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:45 PM			
+0 mins.	2	0	0	2	1	185	0	186	2	0	**3**	5	1	338	**5**	344
+15 mins.	3	0	**1**	4	0	172	0	172	2	0	0	2	1	**364**	3	**368**
+30 mins.	**5**	0	0	**5**	2	**190**	0	**192**	**3**	0	3	**6**	1	350	2	353
+45 mins.	0	0	1	1	**6**	170	**1**	177	3	0	3	6	**2**	353	2	357
Total Volume	10	0	2	12	9	717	1	727	10	0	9	19	5	1405	12	1422
% App. Total	83.3	0	16.7		1.2	98.6	0.1		52.6	0	47.4		0.4	98.8	0.8	
PHF	.500	.000	.500	.600	.375	.943	.250	.947	.833	.000	.750	.792	.625	.965	.600	.966

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City of Compton
N/S: Central Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : COMCEESAM
Site Code : 12214167
Start Date : 4/22/2014
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Groups Printed- Total Volume

	Central Avenue Southbound				El Segundo Boulevard Westbound				Central Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	85	31	125	19	189	11	219	29	117	14	160	35	41	10	86	590
07:15 AM	16	99	37	152	25	208	21	254	32	128	24	184	30	53	11	94	684
07:30 AM	13	123	48	184	27	246	16	289	30	144	27	201	33	71	9	113	787
07:45 AM	9	129	61	199	32	235	21	288	32	133	15	180	27	75	7	109	776
Total	47	436	177	660	103	878	69	1050	123	522	80	725	125	240	37	402	2837
08:00 AM	8	125	42	175	23	192	9	224	34	114	23	171	28	75	20	123	693
08:15 AM	14	112	45	171	17	135	15	167	23	113	13	149	32	74	24	130	617
08:30 AM	15	88	34	137	19	126	15	160	22	79	20	121	37	50	16	103	521
08:45 AM	13	119	36	168	17	114	18	149	19	94	13	126	27	51	6	84	527
Total	50	444	157	651	76	567	57	700	98	400	69	567	124	250	66	440	2358
Grand Total	97	880	334	1311	179	1445	126	1750	221	922	149	1292	249	490	103	842	5195
Apprch %	7.4	67.1	25.5		10.2	82.6	7.2		17.1	71.4	11.5		29.6	58.2	12.2		
Total %	1.9	16.9	6.4	25.2	3.4	27.8	2.4	33.7	4.3	17.7	2.9	24.9	4.8	9.4	2	16.2	

	Central Avenue Southbound				El Segundo Boulevard Westbound				Central Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**16**	99	37	152	25	208	**21**	254	32	128	24	184	30	53	11	94	684
07:30 AM	13	123	48	184	27	**246**	16	**289**	30	**144**	**27**	**201**	**33**	71	9	113	**787**
07:45 AM	9	**129**	**61**	**199**	**32**	235	21	288	32	133	15	180	27	**75**	7	109	776
08:00 AM	8	125	42	175	23	192	9	224	**34**	114	23	171	28	75	**20**	**123**	693
Total Volume	46	476	188	710	107	881	67	1055	128	519	89	736	118	274	47	439	2940
% App. Total	6.5	67	26.5		10.1	83.5	6.4		17.4	70.5	12.1		26.9	62.4	10.7		
PHF	.719	.922	.770	.892	.836	.895	.798	.913	.941	.901	.824	.915	.894	.913	.588	.892	.934

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City of Compton
N/S: Central Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : COMCEESAM
Site Code : 12214167
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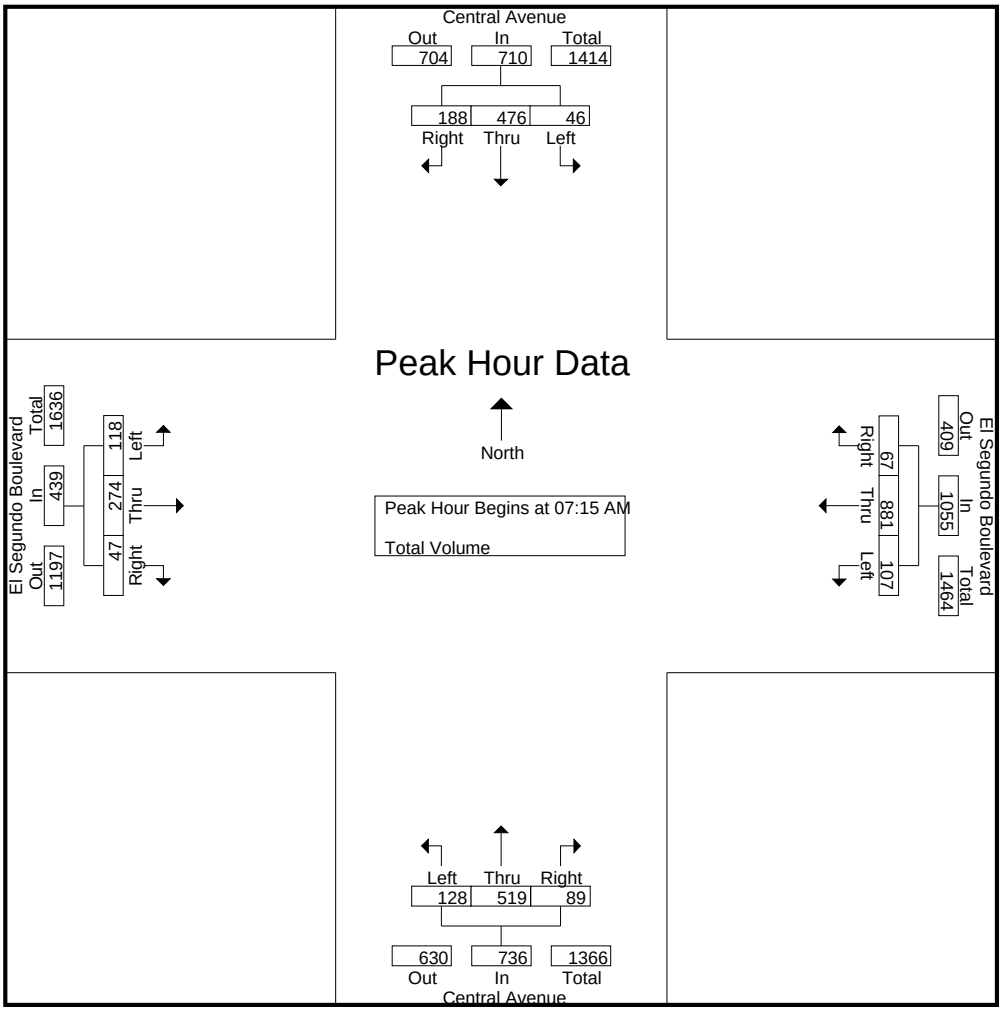

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	13	123	48	184	25	208	**21**	254	32	128	24	184	**33**	71	9	113
+15 mins.	9	**129**	**61**	**199**	27	**246**	16	**289**	30	**144**	**27**	**201**	27	**75**	7	109
+30 mins.	8	125	42	175	**32**	235	21	288	32	133	15	180	28	75	20	123
+45 mins.	**14**	112	45	171	23	192	9	224	**34**	114	23	171	32	74	**24**	**130**
Total Volume	44	489	196	729	107	881	67	1055	128	519	89	736	120	295	60	475
% App. Total	6	67.1	26.9		10.1	83.5	6.4		17.4	70.5	12.1		25.3	62.1	12.6	
PHF	.786	.948	.803	.916	.836	.895	.798	.913	.941	.901	.824	.915	.909	.983	.625	.913

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City of Compton
N/S: Central Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : COMCEESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Central Avenue Southbound				El Segundo Boulevard Westbound				Central Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	34	137	40	211	27	118	17	162	9	140	24	173	53	241	33	327	873
04:15 PM	33	150	27	210	15	111	24	150	19	126	34	179	44	202	36	282	821
04:30 PM	33	139	39	211	20	113	18	151	29	166	45	240	69	241	33	343	945
04:45 PM	47	159	19	225	34	129	14	177	15	153	41	209	52	259	40	351	962
Total	147	585	125	857	96	471	73	640	72	585	144	801	218	943	142	1303	3601
05:00 PM	40	150	33	223	28	102	27	157	24	145	53	222	65	239	34	338	940
05:15 PM	28	133	39	200	34	121	21	176	20	141	47	208	61	258	29	348	932
05:30 PM	47	176	34	257	20	108	12	140	33	153	39	225	51	238	52	341	963
05:45 PM	45	169	37	251	33	117	20	170	22	139	40	201	60	236	31	327	949
Total	160	628	143	931	115	448	80	643	99	578	179	856	237	971	146	1354	3784
Grand Total	307	1213	268	1788	211	919	153	1283	171	1163	323	1657	455	1914	288	2657	7385
Apprch %	17.2	67.8	15		16.4	71.6	11.9		10.3	70.2	19.5		17.1	72	10.8		
Total %	4.2	16.4	3.6	24.2	2.9	12.4	2.1	17.4	2.3	15.7	4.4	22.4	6.2	25.9	3.9	36	

	Central Avenue Southbound				El Segundo Boulevard Westbound				Central Avenue Northbound				El Segundo Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**47**	159	19	225	**34**	**129**	14	**177**	15	**153**	41	209	52	**259**	40	**351**	962
05:00 PM	40	150	33	223	28	102	**27**	157	24	145	**53**	222	**65**	239	34	338	940
05:15 PM	28	133	**39**	200	34	121	21	176	20	141	47	208	61	258	29	348	932
05:30 PM	47	**176**	34	**257**	20	108	12	140	**33**	153	39	**225**	51	238	**52**	341	**963**
Total Volume	162	618	125	905	116	460	74	650	92	592	180	864	229	994	155	1378	3797
% App. Total	17.9	68.3	13.8		17.8	70.8	11.4		10.6	68.5	20.8		16.6	72.1	11.2		
PHF	.862	.878	.801	.880	.853	.891	.685	.918	.697	.967	.849	.960	.881	.959	.745	.981	.986

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City of Compton
N/S: Central Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : COMCEESPM
Site Code : 12214167
Start Date : 4/22/2014
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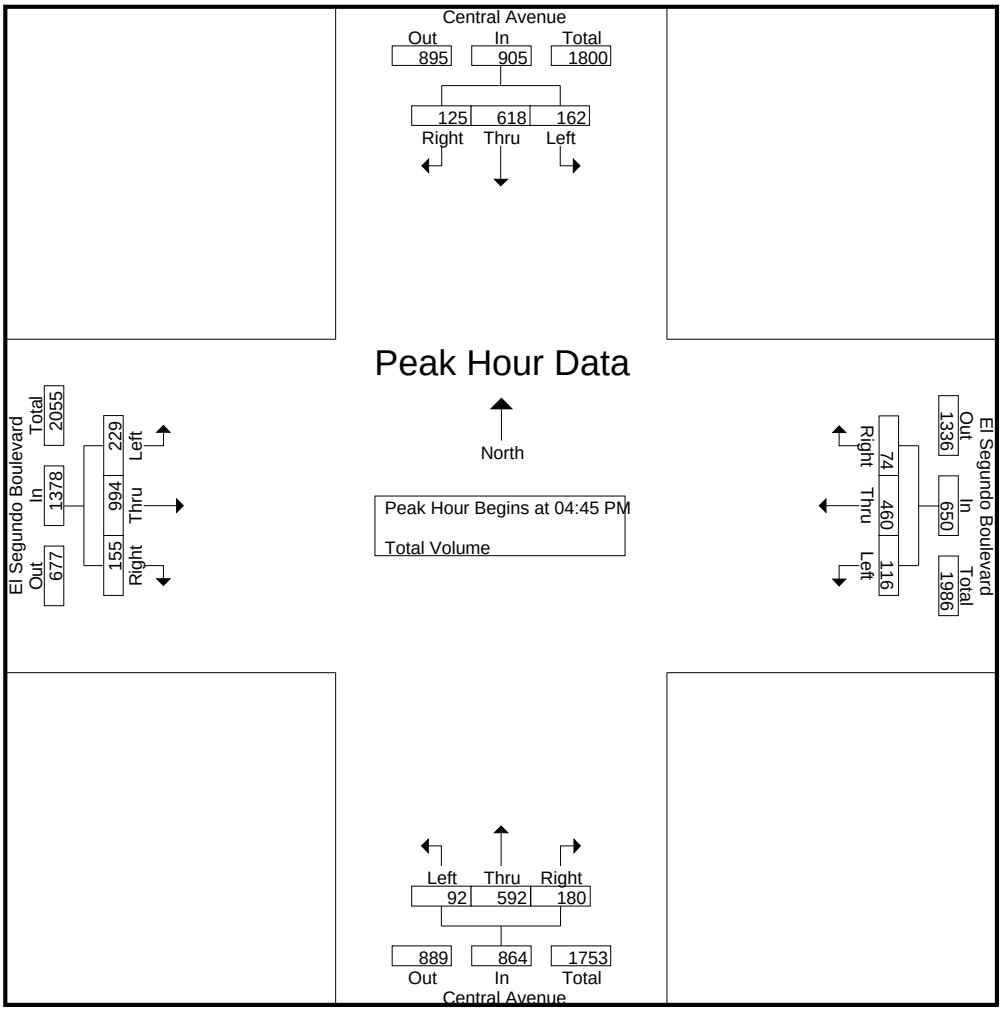

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	40	150	33	223	20	113	18	151	**29**	**166**	45	**240**	**69**	241	33	343
+15 mins.	28	133	**39**	200	**34**	**129**	14	**177**	15	153	41	209	52	**259**	**40**	**351**
+30 mins.	**47**	**176**	34	**257**	28	102	**27**	157	24	145	**53**	222	65	239	34	338
+45 mins.	45	169	37	251	34	121	21	176	20	141	47	208	61	258	29	348
Total Volume	160	628	143	931	116	465	80	661	88	605	186	879	247	997	136	1380
% App. Total	17.2	67.5	15.4		17.5	70.3	12.1		10	68.8	21.2		17.9	72.2	9.9	
PHF	.851	.892	.917	.906	.853	.901	.741	.934	.759	.911	.877	.916	.895	.962	.850	.983

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City of Los Angeles
N/S: Avalon Boulevard
E/W: 120th Street
Weather: Clear

File Name : LACAV120AM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Avalon Boulevard Southbound				120th Street Westbound				Avalon Boulevard Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	99	7	118	20	54	13	87	7	82	16	105	13	33	4	50	360
07:15 AM	8	100	8	116	27	89	14	130	11	120	19	150	14	40	9	63	459
07:30 AM	17	166	15	198	30	94	20	144	13	117	29	159	18	77	11	106	607
07:45 AM	21	148	8	177	36	110	33	179	14	109	35	158	16	66	13	95	609
Total	58	513	38	609	113	347	80	540	45	428	99	572	61	216	37	314	2035
08:00 AM	13	130	13	156	30	48	14	92	7	86	22	115	12	54	14	80	443
08:15 AM	18	96	4	118	20	47	15	82	7	92	19	118	8	45	9	62	380
08:30 AM	12	79	7	98	18	34	6	58	3	78	16	97	6	35	6	47	300
08:45 AM	11	89	7	107	17	38	11	66	4	74	14	92	9	35	4	48	313
Total	54	394	31	479	85	167	46	298	21	330	71	422	35	169	33	237	1436
Grand Total	112	907	69	1088	198	514	126	838	66	758	170	994	96	385	70	551	3471
Apprch %	10.3	83.4	6.3		23.6	61.3	15		6.6	76.3	17.1		17.4	69.9	12.7		
Total %	3.2	26.1	2	31.3	5.7	14.8	3.6	24.1	1.9	21.8	4.9	28.6	2.8	11.1	2	15.9	

	Avalon Boulevard Southbound				120th Street Westbound				Avalon Boulevard Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	100	8	116	27	89	14	130	11	**120**	19	150	14	40	9	63	459
07:30 AM	17	**166**	**15**	**198**	30	94	20	144	13	117	29	**159**	**18**	**77**	11	**106**	607
07:45 AM	**21**	148	8	177	**36**	**110**	**33**	**179**	**14**	109	**35**	158	16	66	13	95	**609**
08:00 AM	13	130	13	156	30	48	14	92	7	86	22	115	12	54	**14**	80	443
Total Volume	59	544	44	647	123	341	81	545	45	432	105	582	60	237	47	344	2118
% App. Total	9.1	84.1	6.8		22.6	62.6	14.9		7.7	74.2	18		17.4	68.9	13.7		
PHF	.702	.819	.733	.817	.854	.775	.614	.761	.804	.900	.750	.915	.833	.769	.839	.811	.869

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City of Los Angeles
N/S: Avalon Boulevard
E/W: 120th Street
Weather: Clear

File Name : LACAV120AM
Site Code : 12214167
Start Date : 4/22/2014
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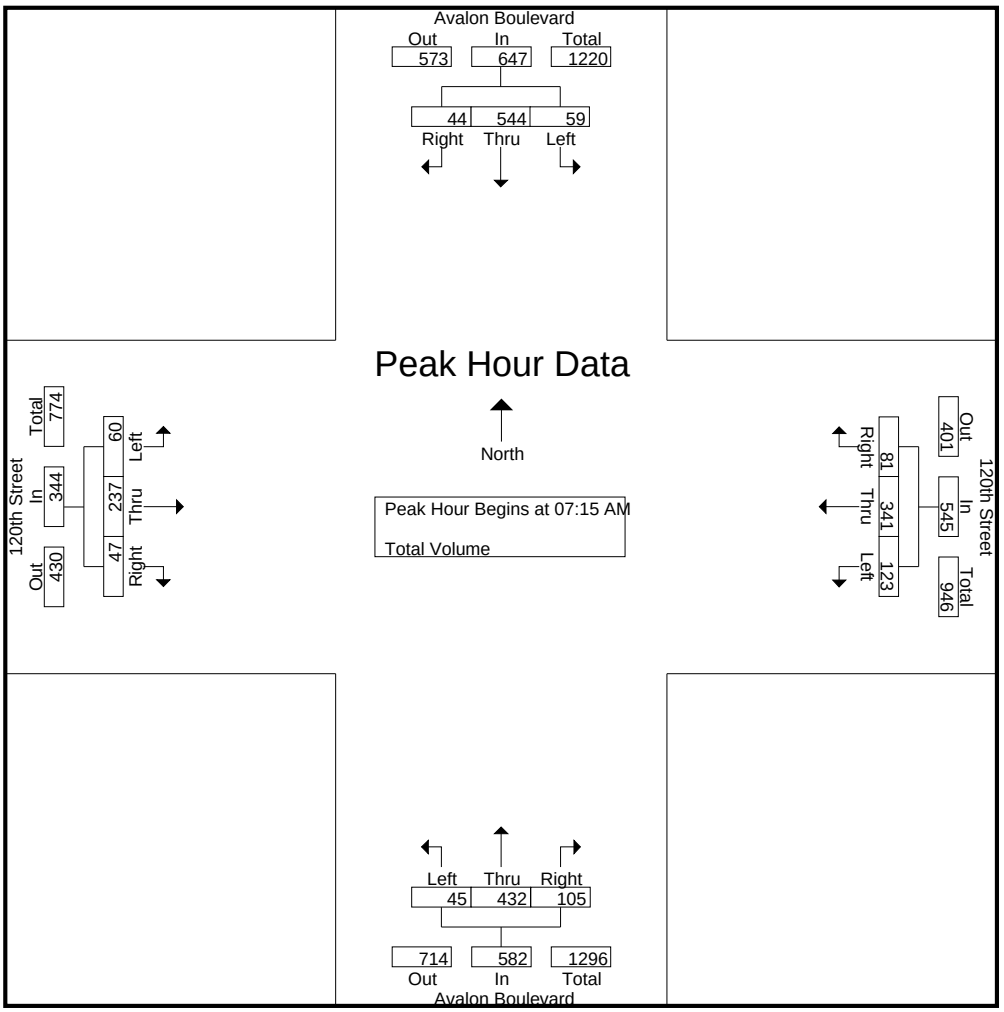

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	17	**166**	**15**	**198**	27	89	14	130	11	**120**	19	150	14	40	9	63
+15 mins.	**21**	148	8	177	30	94	20	144	13	117	29	**159**	**18**	**77**	11	**106**
+30 mins.	13	130	13	156	**36**	**110**	**33**	**179**	**14**	109	**35**	158	16	66	13	95
+45 mins.	18	96	4	118	30	48	14	92	7	86	22	115	12	54	**14**	80
Total Volume	69	540	40	649	123	341	81	545	45	432	105	582	60	237	47	344
% App. Total	10.6	83.2	6.2		22.6	62.6	14.9		7.7	74.2	18		17.4	68.9	13.7	
PHF	.821	.813	.667	.819	.854	.775	.614	.761	.804	.900	.750	.915	.833	.769	.839	.811

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City of Los Angeles
N/S: Avalon Boulevard
E/W: 120th Street
Weather: Clear

File Name : LACAV120PM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Avalon Boulevard Southbound				120th Street Westbound				Avalon Boulevard Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	111	5	132	27	54	13	94	7	164	34	205	21	78	15	114	545
04:15 PM	12	107	7	126	25	55	18	98	10	157	21	188	17	88	12	117	529
04:30 PM	26	112	6	144	27	51	19	97	15	151	34	200	22	104	15	141	582
04:45 PM	23	118	7	148	25	51	16	92	16	156	28	200	16	84	13	113	553
Total	77	448	25	550	104	211	66	381	48	628	117	793	76	354	55	485	2209
05:00 PM	23	112	8	143	27	41	18	86	10	136	27	173	28	88	19	135	537
05:15 PM	16	121	8	145	20	45	17	82	20	194	25	239	19	85	13	117	583
05:30 PM	13	110	6	129	20	50	11	81	13	126	21	160	22	85	10	117	487
05:45 PM	25	102	11	138	32	47	15	94	16	173	34	223	20	77	19	116	571
Total	77	445	33	555	99	183	61	343	59	629	107	795	89	335	61	485	2178
Grand Total	154	893	58	1105	203	394	127	724	107	1257	224	1588	165	689	116	970	4387
Apprch %	13.9	80.8	5.2		28	54.4	17.5		6.7	79.2	14.1		17	71	12		
Total %	3.5	20.4	1.3	25.2	4.6	9	2.9	16.5	2.4	28.7	5.1	36.2	3.8	15.7	2.6	22.1	

	Avalon Boulevard Southbound				120th Street Westbound				Avalon Boulevard Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**26**	112	6	144	**27**	**51**	**19**	**97**	15	151	**34**	200	22	**104**	15	**141**	582
04:45 PM	23	118	7	**148**	25	51	16	92	16	156	28	200	16	84	13	113	553
05:00 PM	23	112	**8**	143	27	41	18	86	10	136	27	173	**28**	88	**19**	135	537
05:15 PM	16	**121**	8	145	20	45	17	82	**20**	**194**	25	**239**	19	85	13	117	**583**
Total Volume	88	463	29	580	99	188	70	357	61	637	114	812	85	361	60	506	2255
% App. Total	15.2	79.8	5		27.7	52.7	19.6		7.5	78.4	14		16.8	71.3	11.9		
PHF	.846	.957	.906	.980	.917	.922	.921	.920	.763	.821	.838	.849	.759	.868	.789	.897	.967

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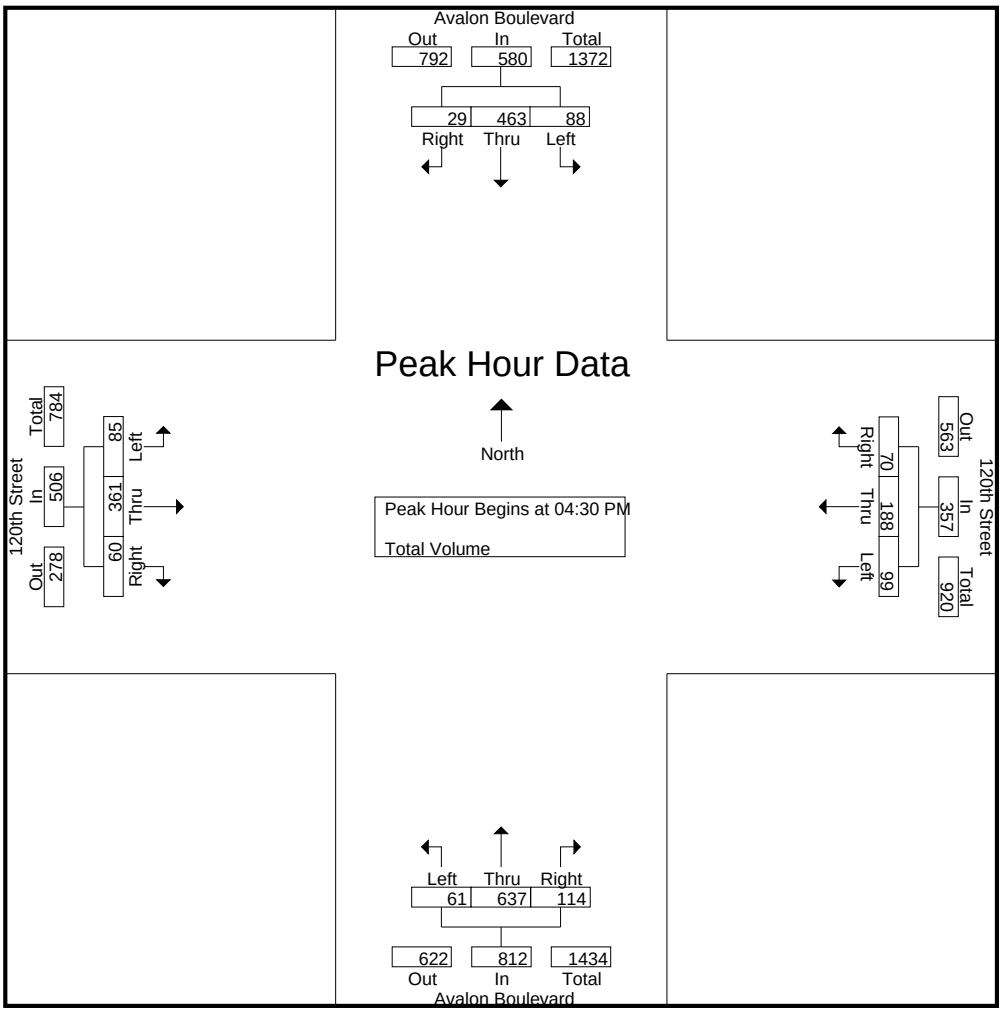
City of Los Angeles
N/S: Avalon Boulevard
E/W: 120th Street
Weather: Clear

File Name : LACAV120PM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:30 PM				04:15 PM			
+0 mins.	**26**	112	6	144	**27**	54	13	94	15	151	**34**	200	17	88	12	117
+15 mins.	23	118	7	**148**	25	**55**	18	**98**	16	156	28	200	22	**104**	15	**141**
+30 mins.	23	112	**8**	143	27	51	**19**	97	10	136	27	173	16	84	13	113
+45 mins.	16	**121**	8	145	25	51	16	92	**20**	**194**	25	**239**	**28**	88	**19**	135
Total Volume	88	463	29	580	104	211	66	381	61	637	114	812	83	364	59	506
% App. Total	15.2	79.8	5		27.3	55.4	17.3		7.5	78.4	14		16.4	71.9	11.7	
PHF	.846	.957	.906	.980	.963	.959	.868	.972	.763	.821	.838	.849	.741	.875	.776	.897

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-004 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

AM

NS/EW Streets:	Wadsworth Ave			Wadsworth Ave			120th St			120th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	0	0	0	0	4	1	67	0	0	66	0	138
7:15 AM	0	0	0	3	0	5	2	69	0	0	75	0	154
7:30 AM	0	0	0	3	0	3	3	62	0	0	90	1	162
7:45 AM	0	0	0	7	0	6	1	65	0	0	67	1	147
8:00 AM	0	0	0	2	0	4	0	62	0	0	84	3	155
8:15 AM	0	0	0	4	0	4	0	54	0	0	69	2	133
8:30 AM	0	0	0	1	0	4	1	52	0	0	77	2	137
8:45 AM	0	0	0	8	0	4	2	63	0	0	54	5	136
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	28	0	34	10	494	0	0	582	14	1162
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	45.16%	0.00%	54.84%	1.98%	98.02%	0.00%	0.00%	97.65%	2.35%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	15	0	18	6	258	0	0	316	5	618
PEAK HR FACTOR :		0.000			0.635			0.930			0.882		0.954

CONTROL : 1-Way Stop (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-004 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

PM

NS/EW Streets:	Wadsworth Ave			Wadsworth Ave			120th St			120th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	0	0	0	1	0	0	1	0	0	1	0	
4:00 PM	0	0	0	5	0	4	1	102	0	0	102	4	218
4:15 PM	0	0	0	6	0	2	3	129	0	0	96	6	242
4:30 PM	0	0	0	4	0	4	6	120	0	0	127	3	264
4:45 PM	0	0	0	7	0	9	10	146	0	0	104	4	280
5:00 PM	0	0	0	5	0	2	2	131	0	0	93	7	240
5:15 PM	0	0	0	7	0	4	11	146	0	0	86	1	255
5:30 PM	0	0	0	9	0	5	4	128	0	0	87	3	236
5:45 PM	0	0	0	3	0	1	7	119	0	0	85	8	223
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	46	0	31	44	1021	0	0	780	36	1958
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	59.74%	0.00%	40.26%	4.13%	95.87%	0.00%	0.00%	95.59%	4.41%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	23	0	19	29	543	0	0	410	15	1039
PEAK HR FACTOR :		0.000			0.656			0.911			0.817		0.928

CONTROL : 1-Way Stop (SB)

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Wadsworth Ave and 120th St , Los Angeles

Date: 3/31/2015

Day: Tuesday

Project #: 15-5187-004

City: Los Angeles

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Wadsworth Ave)

	Lanes 0	1	0	
AM	18	0	15	11 AM
NOON	0	0	0	0 NOON
PM	19	0	23	44 PM

Eastbound Approach (120th St)

	AM	NOON	PM
	334	0	429
0	6	0	29
1	258	0	543
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	AM	NOON	PM	Lanes
	5	0	15	0
	316	0	410	1
	0	0	0	0
	273	0	566	
	AM	NOON	PM	

Northbound Approach

AM	0	0	0	0 AM
NOON	0	0	0	0 NOON
PM	0	0	0	0 PM
		0	0	0 Lanes

CONTROL

1-Way Stop (SB)

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	33	11	AM
NOON	0	0	NOON
PM	42	44	PM

West Leg	AM	NOON	PM
	334	0	429
	264	0	572

East Leg	AM	NOON	PM
	321	0	425
	273	0	566

South Leg		
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

North Leg	
44	AM
0	NOON
86	PM

West Leg	AM	NOON	PM
	598	0	1001

East Leg	AM	NOON	PM
	594	0	991

South Leg	
AM	0
NOON	0
PM	0

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City of Los Angeles
N/S: Central Avenue
E/W: 120th Street
Weather: Clear

File Name : LACCE120AM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Central Avenue Southbound				120th Street Westbound				Central Avenue Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	20	113	13	146	10	52	23	85	14	153	9	176	30	44	8	82	489
07:15 AM	31	123	22	176	12	81	34	127	15	159	13	187	26	46	6	78	568
07:30 AM	37	138	11	186	33	110	40	183	20	165	18	203	33	90	8	131	703
07:45 AM	50	166	26	242	30	148	46	224	19	156	36	211	25	101	9	135	812
Total	138	540	72	750	85	391	143	619	68	633	76	777	114	281	31	426	2572
08:00 AM	40	149	21	210	13	62	17	92	9	131	11	151	24	64	4	92	545
08:15 AM	30	147	28	205	10	44	19	73	9	145	7	161	25	48	9	82	521
08:30 AM	26	110	18	154	10	26	19	55	10	122	9	141	25	37	6	68	418
08:45 AM	18	153	19	190	8	34	16	58	9	131	8	148	19	43	12	74	470
Total	114	559	86	759	41	166	71	278	37	529	35	601	93	192	31	316	1954
Grand Total	252	1099	158	1509	126	557	214	897	105	1162	111	1378	207	473	62	742	4526
Apprch %	16.7	72.8	10.5		14	62.1	23.9		7.6	84.3	8.1		27.9	63.7	8.4		
Total %	5.6	24.3	3.5	33.3	2.8	12.3	4.7	19.8	2.3	25.7	2.5	30.4	4.6	10.5	1.4	16.4	

	Central Avenue Southbound				120th Street Westbound				Central Avenue Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	31	123	22	176	12	81	34	127	15	159	13	187	26	46	6	78	568
07:30 AM	37	138	11	186	**33**	110	40	183	**20**	**165**	18	203	**33**	90	8	131	703
07:45 AM	**50**	**166**	**26**	**242**	30	**148**	**46**	**224**	19	156	**36**	**211**	25	**101**	**9**	**135**	**812**
08:00 AM	40	149	21	210	13	62	17	92	9	131	11	151	24	64	4	92	545
Total Volume	158	576	80	814	88	401	137	626	63	611	78	752	108	301	27	436	2628
% App. Total	19.4	70.8	9.8		14.1	64.1	21.9		8.4	81.2	10.4		24.8	69	6.2		
PHF	.790	.867	.769	.841	.667	.677	.745	.699	.788	.926	.542	.891	.818	.745	.750	.807	.809

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Weather: Clear

File Name : LACCE120AM
Site Code : 12214167
Start Date : 4/22/2014
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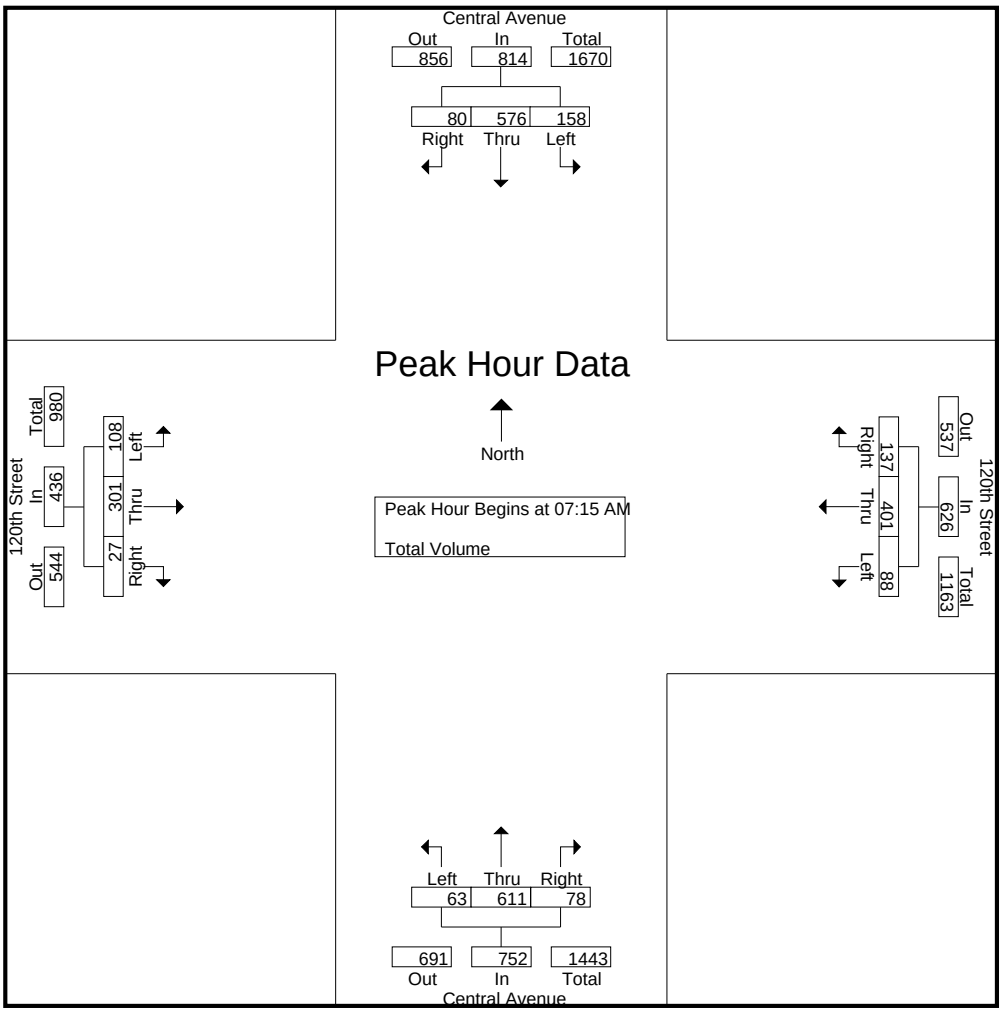

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	37	138	11	186	12	81	34	127	14	153	9	176	**33**	90	8	131
+15 mins.	**50**	**166**	26	**242**	**33**	110	40	183	15	159	13	187	25	**101**	**9**	**135**
+30 mins.	40	149	21	210	30	**148**	**46**	**224**	**20**	**165**	18	203	24	64	4	92
+45 mins.	30	147	**28**	205	13	62	17	92	19	156	**36**	**211**	25	48	9	82
Total Volume	157	600	86	843	88	401	137	626	68	633	76	777	107	303	30	440
% App. Total	18.6	71.2	10.2		14.1	64.1	21.9		8.8	81.5	9.8		24.3	68.9	6.8	
PHF	.785	.904	.768	.871	.667	.677	.745	.699	.850	.959	.528	.921	.811	.750	.833	.815

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File Name : LACCE120PM
Site Code : 12214167
Start Date : 4/22/2014
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Groups Printed- Total Volume

	Central Avenue Southbound				120th Street Westbound				Central Avenue Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	41	186	27	254	21	48	24	93	14	175	22	211	29	78	16	123	681
04:15 PM	51	200	29	280	12	54	26	92	19	167	23	209	24	88	20	132	713
04:30 PM	39	176	26	241	18	56	42	116	16	196	26	238	26	89	20	135	730
04:45 PM	32	206	31	269	10	40	35	85	17	187	27	231	34	85	22	141	726
Total	163	768	113	1044	61	198	127	386	66	725	98	889	113	340	78	531	2850
05:00 PM	40	186	26	252	14	52	35	101	11	205	15	231	39	96	18	153	737
05:15 PM	44	187	24	255	10	43	21	74	11	194	23	228	42	88	21	151	708
05:30 PM	49	207	21	277	21	52	28	101	10	175	30	215	24	88	10	122	715
05:45 PM	33	213	34	280	21	41	29	91	14	180	28	222	30	81	18	129	722
Total	166	793	105	1064	66	188	113	367	46	754	96	896	135	353	67	555	2882
Grand Total	329	1561	218	2108	127	386	240	753	112	1479	194	1785	248	693	145	1086	5732
Apprch %	15.6	74.1	10.3		16.9	51.3	31.9		6.3	82.9	10.9		22.8	63.8	13.4		
Total %	5.7	27.2	3.8	36.8	2.2	6.7	4.2	13.1	2	25.8	3.4	31.1	4.3	12.1	2.5	18.9	

	Central Avenue Southbound				120th Street Westbound				Central Avenue Northbound				120th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**51**	200	29	**280**	12	54	26	92	**19**	167	23	209	24	88	20	132	713
04:30 PM	39	176	26	241	**18**	**56**	**42**	**116**	16	196	26	**238**	26	89	20	135	730
04:45 PM	32	**206**	**31**	269	10	40	35	85	17	187	**27**	231	34	85	**22**	141	726
05:00 PM	40	186	26	252	14	52	35	101	11	**205**	15	231	**39**	**96**	18	**153**	**737**
Total Volume	162	768	112	1042	54	202	138	394	63	755	91	909	123	358	80	561	2906
% App. Total	15.5	73.7	10.7		13.7	51.3	35		6.9	83.1	10		21.9	63.8	14.3		
PHF	.794	.932	.903	.930	.750	.902	.821	.849	.829	.921	.843	.955	.788	.932	.909	.917	.986

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Site Code : 12214167
Start Date : 4/22/2014
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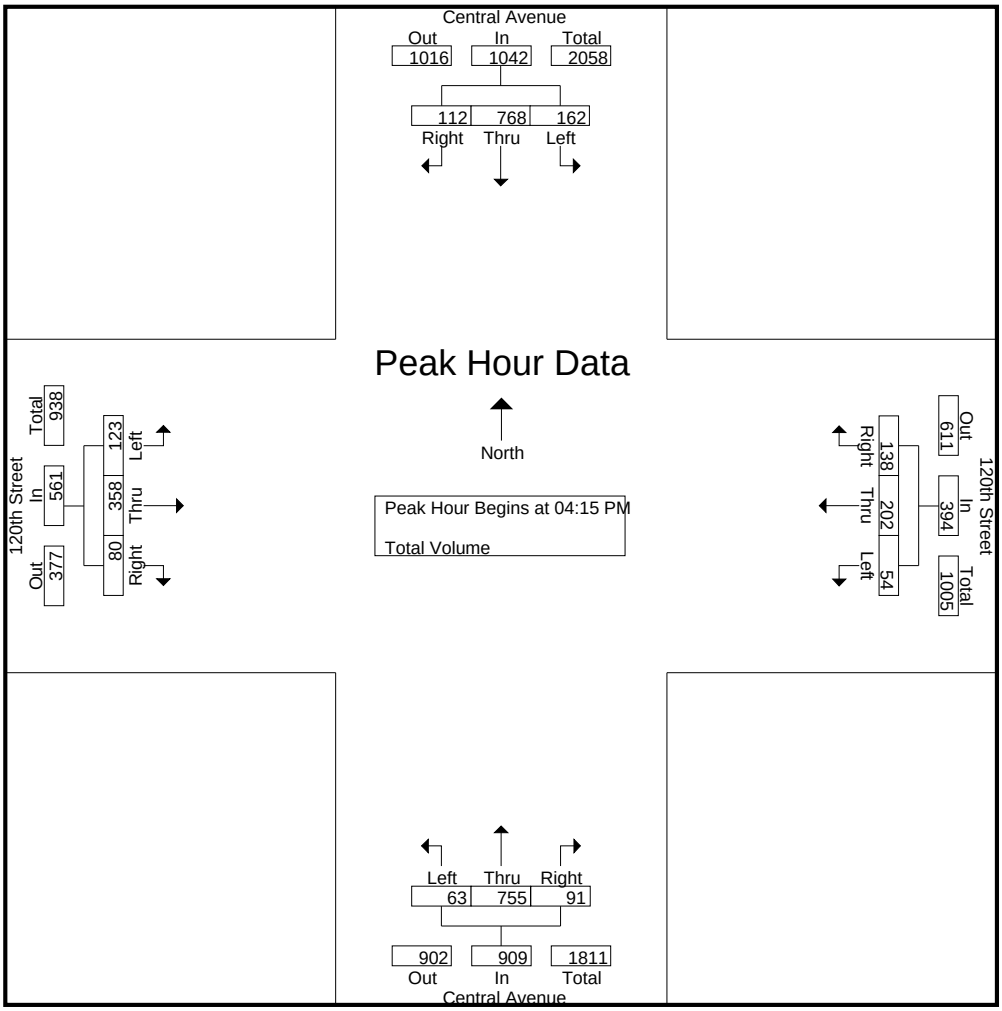

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:30 PM				04:30 PM			
+0 mins.	40	186	26	252	12	54	26	92	16	196	26	**238**	26	89	20	135
+15 mins.	44	187	24	255	**18**	**56**	**42**	**116**	**17**	187	**27**	231	34	85	**22**	141
+30 mins.	**49**	207	21	277	10	40	35	85	11	**205**	15	231	39	**96**	18	**153**
+45 mins.	33	**213**	**34**	**280**	14	52	35	101	11	194	23	228	**42**	88	21	151
Total Volume	166	793	105	1064	54	202	138	394	55	782	91	928	141	358	81	580
% App. Total	15.6	74.5	9.9		13.7	51.3	35		5.9	84.3	9.8		24.3	61.7	14	
PHF	.847	.931	.772	.950	.750	.902	.821	.849	.809	.954	.843	.975	.839	.932	.920	.948

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File Name : LACCE105EAM
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Start Date : 4/22/2014
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Groups Printed- Total Volume

	Central Avenue Southbound				I-105 Eastbound On Ramp Westbound				Central Avenue Northbound				I-105 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	127	96	0	223	0	0	0	0	0	142	90	232	94	1	59	154	609
07:15 AM	138	121	0	259	0	0	0	0	0	166	93	259	116	1	78	195	713
07:30 AM	125	124	0	249	0	0	0	0	0	182	86	268	134	0	91	225	742
07:45 AM	107	155	0	262	0	0	0	0	0	165	83	248	170	0	113	283	793
Total	497	496	0	993	0	0	0	0	0	655	352	1007	514	2	341	857	2857
08:00 AM	131	153	0	284	0	0	0	0	0	134	59	193	126	0	69	195	672
08:15 AM	112	154	0	266	0	0	0	0	0	142	68	210	114	0	76	190	666
08:30 AM	90	108	0	198	0	0	0	0	0	112	58	170	94	1	66	161	529
08:45 AM	102	134	0	236	0	0	0	0	0	129	59	188	69	1	75	145	569
Total	435	549	0	984	0	0	0	0	0	517	244	761	403	2	286	691	2436
Grand Total	932	1045	0	1977	0	0	0	0	0	1172	596	1768	917	4	627	1548	5293
Apprch %	47.1	52.9	0		0	0	0		0	66.3	33.7		59.2	0.3	40.5		
Total %	17.6	19.7	0	37.4	0	0	0	0	0	22.1	11.3	33.4	17.3	0.1	11.8	29.2	

	Central Avenue Southbound				I-105 Eastbound On Ramp Westbound				Central Avenue Northbound				I-105 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**138**	121	0	259	0	0	0	0	0	166	**93**	259	116	**1**	78	195	713
07:30 AM	125	124	0	249	0	0	0	0	0	**182**	86	**268**	134	0	91	225	742
07:45 AM	107	**155**	0	262	0	0	0	0	0	165	83	248	**170**	0	**113**	**283**	**793**
08:00 AM	131	153	0	**284**	0	0	0	0	0	134	59	193	126	0	69	195	672
Total Volume	501	553	0	1054	0	0	0	0	0	647	321	968	546	1	351	898	2920
% App. Total	47.5	52.5	0		0	0	0		0	66.8	33.2		60.8	0.1	39.1		
PHF	.908	.892	.000	.928	.000	.000	.000	.000	.000	.889	.863	.903	.803	.250	.777	.793	.921

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File Name : LACCE105EAM
Site Code : 12214167
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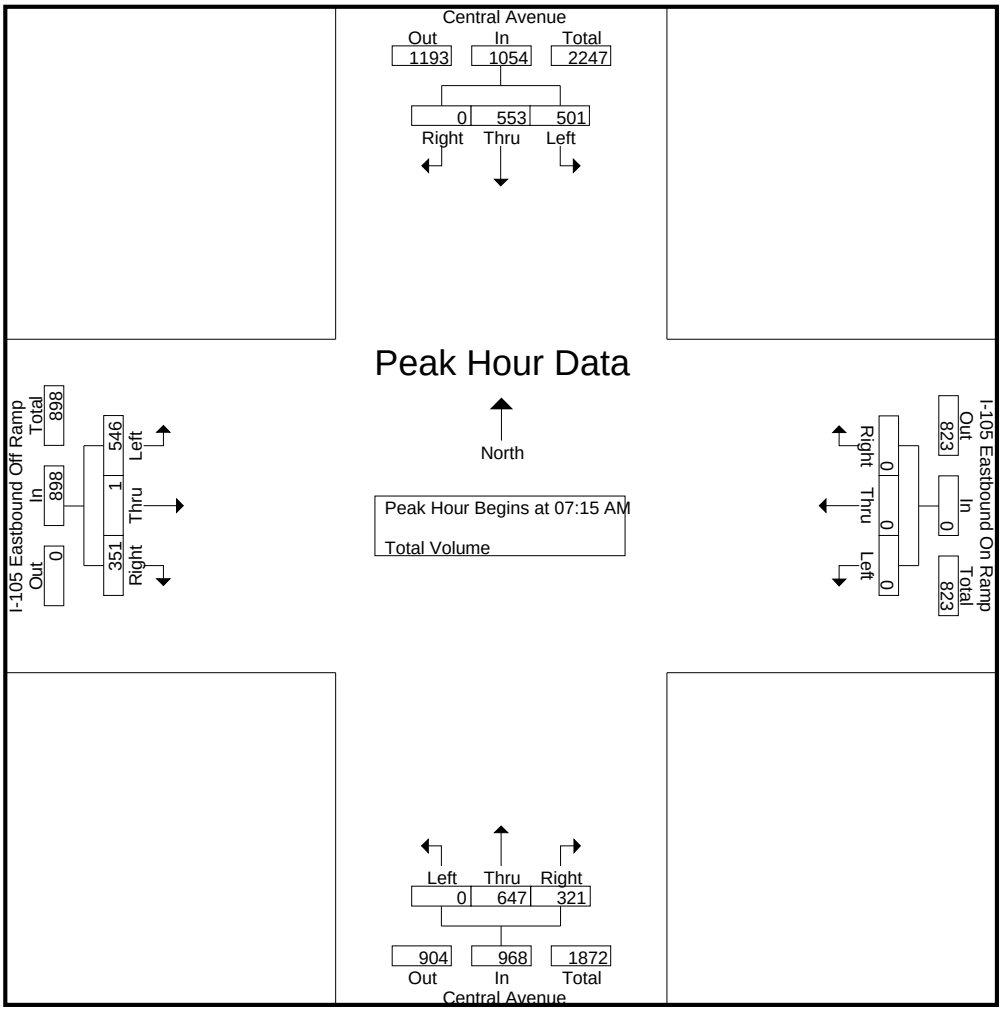

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	125	124	0	249	0	0	0	0	0	142	90	232	116	**1**	78	195
+15 mins.	107	**155**	0	262	0	0	0	0	0	166	**93**	259	134	0	91	225
+30 mins.	**131**	153	0	**284**	0	0	0	0	0	**182**	86	**268**	**170**	0	**113**	**283**
+45 mins.	112	154	0	266	0	0	0	0	0	165	83	248	126	0	69	195
Total Volume	475	586	0	1061	0	0	0	0	0	655	352	1007	546	1	351	898
% App. Total	44.8	55.2	0		0	0	0		0	65	35		60.8	0.1	39.1	
PHF	.906	.945	.000	.934	.000	.000	.000	.000	.000	.900	.946	.939	.803	.250	.777	.793

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Groups Printed- Total Volume

	Central Avenue Southbound				I-105 Eastbound On Ramp Westbound				Central Avenue Northbound				I-105 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	111	177	0	288	0	0	0	0	0	168	81	249	134	46	94	274	811
04:15 PM	111	193	0	304	0	0	0	0	0	150	65	215	102	48	110	260	779
04:30 PM	98	173	0	271	0	0	0	0	0	177	85	262	125	54	108	287	820
04:45 PM	104	207	0	311	0	0	0	0	0	188	69	257	124	59	88	271	839
Total	424	750	0	1174	0	0	0	0	0	683	300	983	485	207	400	1092	3249
05:00 PM	115	172	0	287	0	0	0	0	0	195	88	283	129	57	103	289	859
05:15 PM	123	184	0	307	0	0	0	0	0	196	95	291	129	52	96	277	875
05:30 PM	108	183	0	291	0	0	0	0	0	169	63	232	119	54	122	295	818
05:45 PM	89	202	0	291	0	0	0	0	0	183	72	255	132	46	111	289	835
Total	435	741	0	1176	0	0	0	0	0	743	318	1061	509	209	432	1150	3387
Grand Total	859	1491	0	2350	0	0	0	0	0	1426	618	2044	994	416	832	2242	6636
Apprch %	36.6	63.4	0		0	0	0		0	69.8	30.2		44.3	18.6	37.1		
Total %	12.9	22.5	0	35.4	0	0	0	0	0	21.5	9.3	30.8	15	6.3	12.5	33.8	

	Central Avenue Southbound				I-105 Eastbound On Ramp Westbound				Central Avenue Northbound				I-105 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	98	173	0	271	0	0	0	0	0	177	85	262	125	54	**108**	287	820
04:45 PM	104	**207**	0	**311**	0	0	0	0	0	188	69	257	124	**59**	88	271	839
05:00 PM	115	172	0	287	0	0	0	0	0	195	88	283	**129**	57	103	**289**	859
05:15 PM	**123**	184	0	307	0	0	0	0	0	**196**	**95**	**291**	129	52	96	277	**875**
Total Volume	440	736	0	1176	0	0	0	0	0	756	337	1093	507	222	395	1124	3393
% App. Total	37.4	62.6	0		0	0	0		0	69.2	30.8		45.1	19.8	35.1		
PHF	.894	.889	.000	.945	.000	.000	.000	.000	.000	.964	.887	.939	.983	.941	.914	.972	.969

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File Name : LACCE105EPM
Site Code : 12214167
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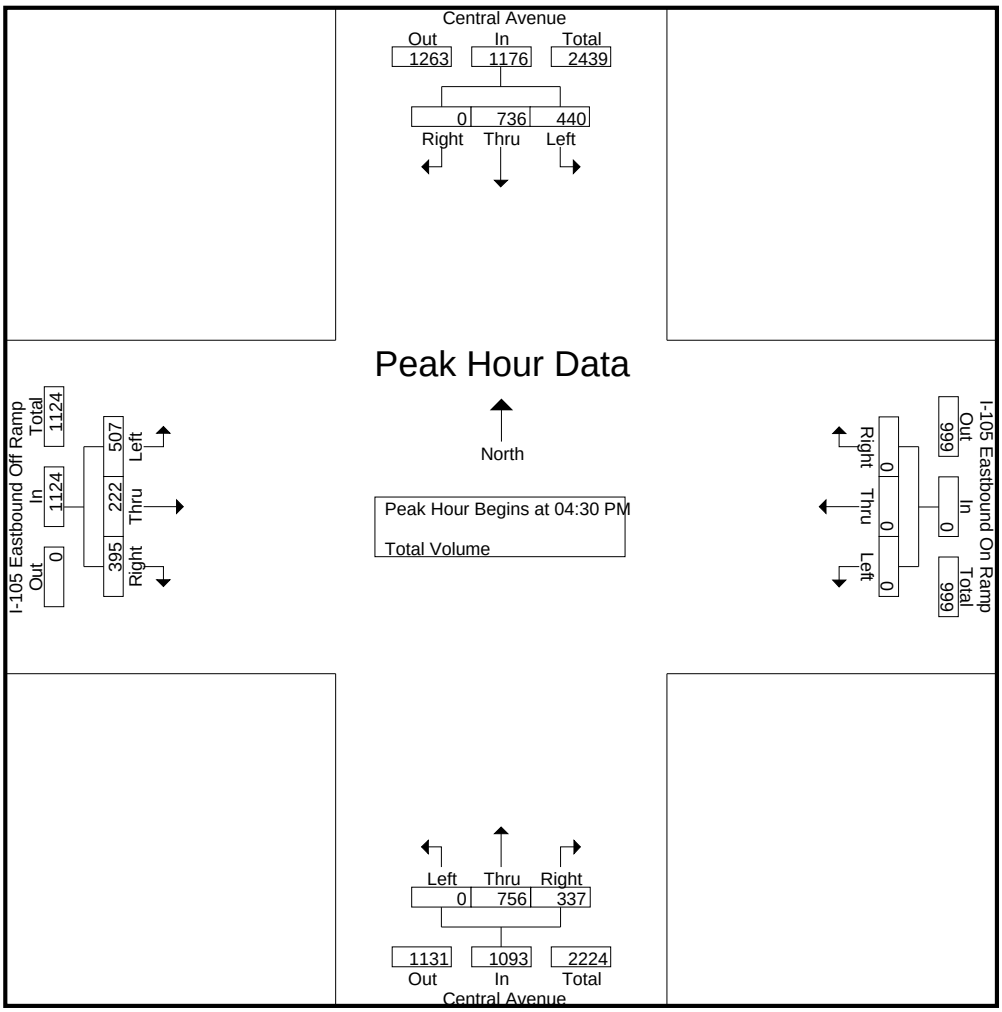

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:30 PM				05:00 PM			
+0 mins.	104	**207**	0	**311**	0	0	0	0	0	177	85	262	129	**57**	103	289
+15 mins.	115	172	0	287	0	0	0	0	0	188	69	257	129	52	96	277
+30 mins.	**123**	184	0	307	0	0	0	0	0	195	88	283	119	54	**122**	**295**
+45 mins.	108	183	0	291	0	0	0	0	0	**196**	**95**	**291**	**132**	46	111	289
Total Volume	450	746	0	1196	0	0	0	0	0	756	337	1093	509	209	432	1150
% App. Total	37.6	62.4	0		0	0	0		0	69.2	30.8		44.3	18.2	37.6	
PHF	.915	.901	.000	.961	.000	.000	.000	.000	.000	.964	.887	.939	.964	.917	.885	.975

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Groups Printed- Total Volume

	Central Avenue Southbound				I-105 Westbound Off Ramp Westbound				Central Avenue Northbound				I-105 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	202	137	339	39	0	86	125	74	171	0	245	0	0	0	0	709
07:15 AM	0	212	164	376	38	0	89	127	71	223	0	294	0	0	0	0	797
07:30 AM	0	222	164	386	32	0	110	142	93	230	0	323	0	0	0	0	851
07:45 AM	0	221	141	362	45	0	93	138	74	254	0	328	0	0	0	0	828
Total	0	857	606	1463	154	0	378	532	312	878	0	1190	0	0	0	0	3185
08:00 AM	0	236	128	364	50	0	66	116	50	196	0	246	0	0	0	0	726
08:15 AM	0	209	133	342	41	0	100	141	55	206	0	261	0	0	0	0	744
08:30 AM	0	150	99	249	53	3	77	133	60	145	0	205	0	0	0	0	587
08:45 AM	0	190	78	268	51	3	97	151	53	130	0	183	0	0	0	0	602
Total	0	785	438	1223	195	6	340	541	218	677	0	895	0	0	0	0	2659
Grand Total	0	1642	1044	2686	349	6	718	1073	530	1555	0	2085	0	0	0	0	5844
Apprch %	0	61.1	38.9		32.5	0.6	66.9		25.4	74.6	0		0	0	0		
Total %	0	28.1	17.9	46	6	0.1	12.3	18.4	9.1	26.6	0	35.7	0	0	0	0	

	Central Avenue Southbound				I-105 Westbound Off Ramp Westbound				Central Avenue Northbound				I-105 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	212	**164**	376	38	0	89	127	71	223	0	294	0	0	0	0	797
07:30 AM	0	222	164	**386**	32	0	**110**	**142**	**93**	230	0	323	0	0	0	0	**851**
07:45 AM	0	221	141	362	45	0	93	138	74	**254**	0	**328**	0	0	0	0	828
08:00 AM	0	**236**	128	364	**50**	0	66	116	50	196	0	246	0	0	0	0	726
Total Volume	0	891	597	1488	165	0	358	523	288	903	0	1191	0	0	0	0	3202
% App. Total	0	59.9	40.1		31.5	0	68.5		24.2	75.8	0		0	0	0		
PHF	.000	.944	.910	.964	.825	.000	.814	.921	.774	.889	.000	.908	.000	.000	.000	.000	.941

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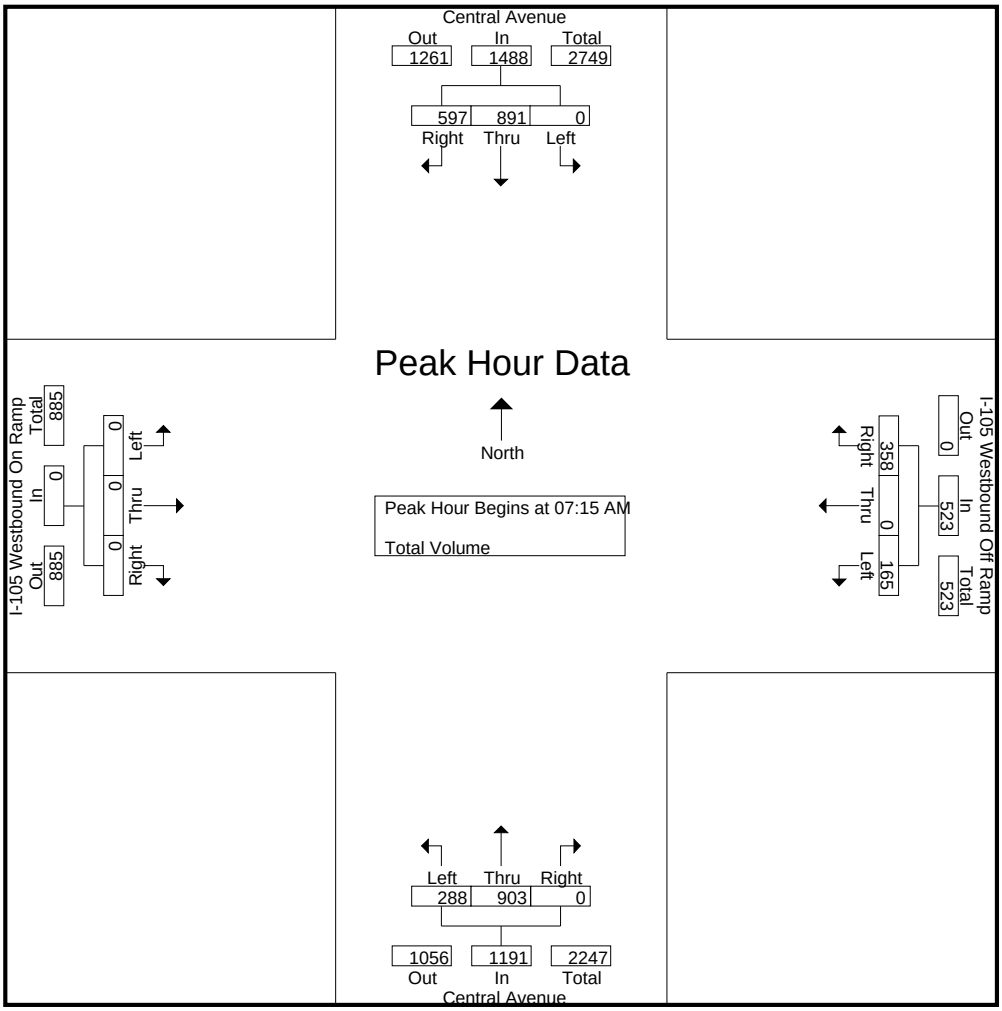
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Central Avenue
E/W: I-105 Westbound On / Off Ramps
Weather: Clear

File Name : LACCE105WAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	212	**164**	376	50	0	66	116	71	223	0	294	0	0	0	0
+15 mins.	0	222	164	**386**	41	0	**100**	141	**93**	230	0	323	0	0	0	0
+30 mins.	0	221	141	362	**53**	**3**	77	133	74	**254**	0	**328**	0	0	0	0
+45 mins.	0	**236**	128	364	51	3	97	**151**	50	196	0	246	0	0	0	0
Total Volume	0	891	597	1488	195	6	340	541	288	903	0	1191	0	0	0	0
% App. Total	0	59.9	40.1		36	1.1	62.8		24.2	75.8	0		0	0	0	
PHF	.000	.944	.910	.964	.920	.500	.850	.896	.774	.889	.000	.908	.000	.000	.000	.000

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City of Los Angeles
N/S: Central Avenue
E/W: I-105 Westbound On / Off Ramps
Weather: Clear

File Name : LACCE105WPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

	Central Avenue Southbound				I-105 Westbound Off Ramp Westbound				Central Avenue Northbound				I-105 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	215	104	319	74	1	139	214	77	222	0	299	0	0	0	0	832
04:15 PM	0	231	98	329	72	0	132	204	57	201	0	258	0	0	0	0	791
04:30 PM	0	193	125	318	63	0	135	198	81	215	0	296	0	0	0	0	812
04:45 PM	0	228	85	313	76	0	150	226	101	223	0	324	0	0	0	0	863
Total	0	867	412	1279	285	1	556	842	316	861	0	1177	0	0	0	0	3298
05:00 PM	0	230	101	331	69	0	137	206	78	240	0	318	0	0	0	0	855
05:15 PM	0	228	123	351	77	0	143	220	72	239	0	311	0	0	0	0	882
05:30 PM	0	224	108	332	54	0	139	193	53	237	0	290	0	0	0	0	815
05:45 PM	0	203	89	292	87	1	137	225	78	243	0	321	0	0	0	0	838
Total	0	885	421	1306	287	1	556	844	281	959	0	1240	0	0	0	0	3390
Grand Total	0	1752	833	2585	572	2	1112	1686	597	1820	0	2417	0	0	0	0	6688
Apprch %	0	67.8	32.2		33.9	0.1	66		24.7	75.3	0		0	0	0		
Total %	0	26.2	12.5	38.7	8.6	0	16.6	25.2	8.9	27.2	0	36.1	0	0	0	0	

	Central Avenue Southbound				I-105 Westbound Off Ramp Westbound				Central Avenue Northbound				I-105 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	228	85	313	76	0	**150**	**226**	**101**	223	0	**324**	0	0	0	0	863
05:00 PM	0	**230**	101	331	69	0	137	206	78	**240**	0	318	0	0	0	0	855
05:15 PM	0	228	**123**	**351**	**77**	0	143	220	72	239	0	311	0	0	0	0	**882**
05:30 PM	0	224	108	332	54	0	139	193	53	237	0	290	0	0	0	0	815
Total Volume	0	910	417	1327	276	0	569	845	304	939	0	1243	0	0	0	0	3415
% App. Total	0	68.6	31.4		32.7	0	67.3		24.5	75.5	0		0	0	0		
PHF	.000	.989	.848	.945	.896	.000	.948	.935	.752	.978	.000	.959	.000	.000	.000	.000	.968

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File Name : LACCE105WPM
Site Code : 12214167
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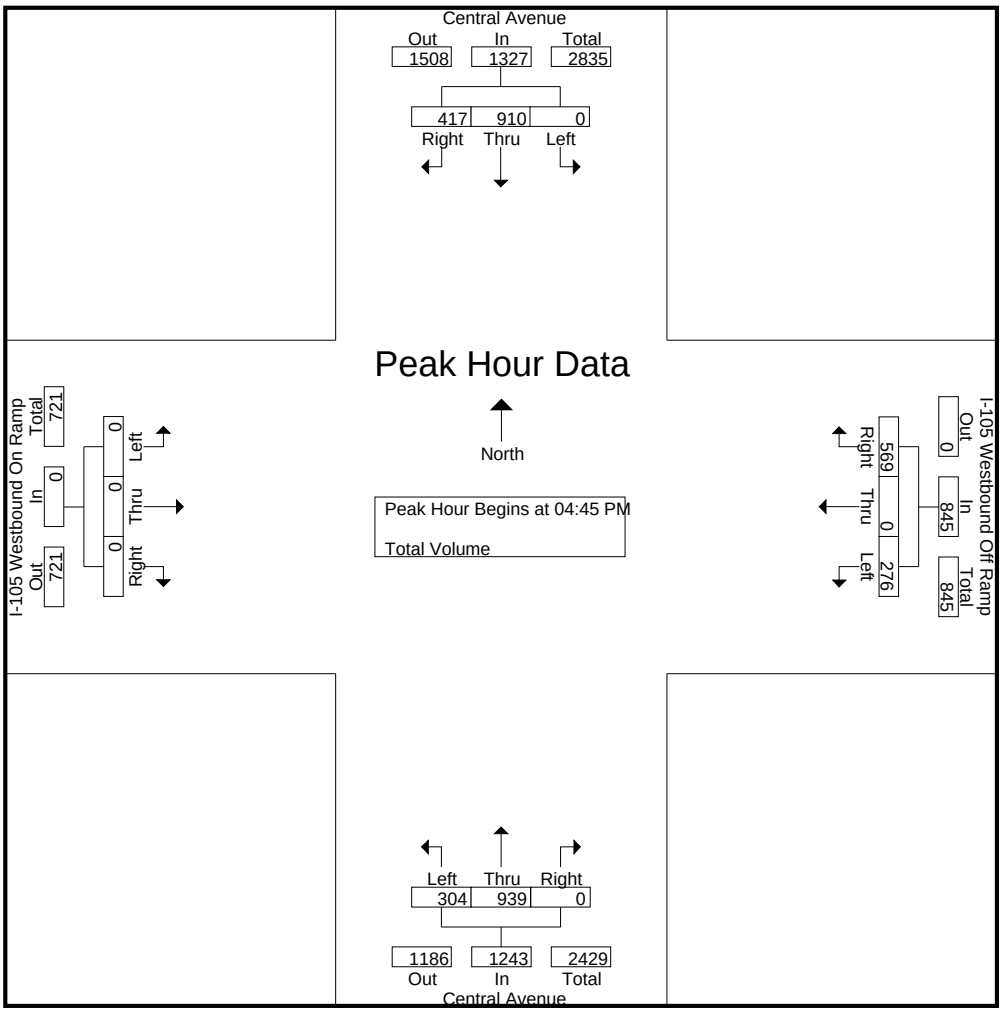
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:00 PM			
+0 mins.	0	228	85	313	63	0	135	198	81	215	0	296	0	0	0	0
+15 mins.	0	**230**	101	331	76	0	**150**	**226**	**101**	223	0	**324**	0	0	0	0
+30 mins.	0	228	**123**	**351**	69	0	137	206	78	**240**	0	318	0	0	0	0
+45 mins.	0	224	108	332	**77**	0	143	220	72	239	0	311	0	0	0	0
Total Volume	0	910	417	1327	285	0	565	850	332	917	0	1249	0	0	0	0
% App. Total	0	68.6	31.4		33.5	0	66.5		26.6	73.4	0		0	0	0	
PHF	.000	.989	.848	.945	.925	.000	.942	.940	.822	.955	.000	.964	.000	.000	.000	.000

APPENDIX B

Existing Conditions ICU and HCM Analysis Worksheets

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

Scenario Report

Scenario:	ex am
Command:	ex am
Volume:	ex am
Geometry:	ex am
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	ex am

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000
# 2 I-110 NB Ramps / El Segundo Bl	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000
# 5 Main St / El Segundo Blvd	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000
# 7 Avalon Blvd / El Segundo Blvd	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.226	A	xxxxx	0.226	+ 0.000
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000
# 12 Avalon Blvd / 120th St	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000
# 14 Central Ave / 120th St	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		477	1	742		0	531	446		311	1364	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		477	1	742		0	531	446		311	1364	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		477	1	742		0	531	446		311	1364	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	0	0	0		537	1	835		0	597	502		350	1534	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		537	1	835		0	597	502		350	1534	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		537	1	835		0	597	502		350	1534	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.17	0.01	1.82		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1877	4	2919		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.29	0.29	0.29		0.00	0.19	0.31		0.22	0.32	0.00	
Crit Moves:							****				****		****			

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	634	0	187		0	0	0		0	756	258		127	1045	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	634	0	187		0	0	0		0	756	258		127	1045	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	634	0	187		0	0	0		0	756	258		127	1045	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	675	0	199		0	0	0		0	805	275		135	1113	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	675	0	199		0	0	0		0	805	275		135	1113	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	675	0	199		0	0	0		0	805	275		135	1113	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.54	0.00	0.46		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2471	0	729		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.00	0.27		0.00	0.00	0.00		0.00	0.25	0.17		0.08	0.23	0.00	
OvlAdjV/S:											0.00					
Crit Moves:			****							****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	116	361	54		89	363	142		135	913	335		93	1320	127	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	116	361	54		89	363	142		135	913	335		93	1320	127	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	361	54		89	363	142		135	913	335		93	1320	127	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81	
PHF Volume:	143	443	66		109	446	174		166	1122	412		114	1622	156	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	443	66		109	446	174		166	1122	412		114	1622	156	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	143	443	66		109	446	174		166	1122	412		114	1622	156	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4379	421	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.14	0.04		0.07	0.14	0.11		0.10	0.35	0.26		0.07	0.37	0.37	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.521
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	207	17		36	221	92		50	528	96		94	1027	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	69	207	17		36	221	92		50	528	96		94	1027	59	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	69	207	17		36	221	92		50	528	96		94	1027	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	79	236	19		41	252	105		57	601	109		107	1170	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	79	236	19		41	252	105		57	601	109		107	1170	67	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	79	236	19		41	252	105		57	601	109		107	1170	67	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.54	0.46		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4062	738		1600	4539	261	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.07	0.01		0.03	0.08	0.07		0.04	0.15	0.15		0.07	0.26	0.26	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	71	228	26	78	234	98	58	395	77	79	1023	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	228	26	78	234	98	58	395	77	79	1023	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	228	26	78	234	98	58	395	77	79	1023	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	80	255	29	87	262	110	65	442	86	88	1146	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	255	29	87	262	110	65	442	86	88	1146	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	255	29	87	262	110	65	442	86	88	1146	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.41	0.59	1.00	2.51	0.49	1.00	2.82	0.18
Final Sat.:	1600	3200	1600	1600	2255	945	1600	4017	783	1600	4513	287
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.02	0.05	0.12	0.12	0.04	0.11	0.11	0.06	0.25	0.25
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	86	121	24	46	124	130	56	324	50	29	856	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	121	24	46	124	130	56	324	50	29	856	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	121	24	46	124	130	56	324	50	29	856	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	96	134	27	51	138	144	62	360	56	32	951	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	134	27	51	138	144	62	360	56	32	951	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	134	27	51	138	144	62	360	56	32	951	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.00	1.00	1.00	2.60	0.40	1.00	2.89	0.11
Final Sat.:	1600	2670	530	1600	1600	1600	1600	4158	642	1600	4617	183
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.03	0.09	0.09	0.04	0.09	0.09	0.02	0.21	0.21
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	63	394	79		92	427	107		107	285	71		101	828	124	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	63	394	79		92	427	107		107	285	71		101	828	124	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	63	394	79		92	427	107		107	285	71		101	828	124	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	69	431	86		101	467	117		117	312	78		111	906	136	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	431	86		101	467	117		117	312	78		111	906	136	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	69	431	86		101	467	117		117	312	78		111	906	136	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.40	0.60		1.00	2.61	0.39	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3843	957		1600	4175	625	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.05		0.06	0.15	0.07		0.07	0.08	0.08		0.07	0.22	0.22	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.226
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	24	0	14		0	0	0		0	406	20		11	961	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	24	0	14		0	0	0		0	406	20		11	961	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	24	0	14		0	0	0		0	406	20		11	961	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	25	0	15		0	0	0		0	429	21		12	1015	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	0	15		0	0	0		0	429	21		12	1015	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	25	0	15		0	0	0		0	429	21		12	1015	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.63	0.00	0.37		0.00	0.00	0.00		0.00	2.86	0.14		1.00	3.00	0.00	
Final Sat.:	1011	0	589		0	0	0		0	4575	225		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.03		0.00	0.00	0.00		0.00	0.09	0.09		0.01	0.21	0.00	
Crit Moves:			****								****		****			

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	128	519	89	46	476	188	118	274	47	107	881	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	519	89	46	476	188	118	274	47	107	881	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	519	89	46	476	188	118	274	47	107	881	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	137	556	95	49	510	201	126	293	50	115	943	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	556	95	49	510	201	126	293	50	115	943	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	556	95	49	510	201	126	293	50	115	943	72
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.06	0.03	0.16	0.13	0.08	0.09	0.03	0.07	0.29	0.04
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.632
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	45	432	105	59	544	44	60	237	47	123	341	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	432	105	59	544	44	60	237	47	123	341	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	432	105	59	544	44	60	237	47	123	341	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	52	497	121	68	626	51	69	273	54	142	392	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	497	121	68	626	51	69	273	54	142	392	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	497	121	68	626	51	69	273	54	142	392	93
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2961	239	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.08	0.04	0.21	0.21	0.04	0.17	0.03	0.09	0.25	0.06
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	63	611	78	158	576	80	108	301	27	88	401	137				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	63	611	78	158	576	80	108	301	27	88	401	137				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	63	611	78	158	576	80	108	301	27	88	401	137				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81				
PHF Volume:	78	755	96	195	712	99	133	372	33	109	496	169				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	78	755	96	195	712	99	133	372	33	109	496	169				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	78	755	96	195	712	99	133	372	33	109	496	169				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2937	263	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.06	0.12	0.22	0.06	0.08	0.13	0.13	0.07	0.31	0.11				
Crit Moves:		****		****			****				****					

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	647	321	501	553	0	546	1	351	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	647	321	501	553	0	546	1	351	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	647	321	501	553	0	546	1	351	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	702	349	544	600	0	593	1	381	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	702	349	544	600	0	593	1	381	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	702	349	544	600	0	593	1	381	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.82	0.01	1.17	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2918	5	1876	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.22	0.19	0.19	0.00	0.20	0.20	0.20	0.00	0.00	0.00				
Crit Moves:			****	****			****									

Earvin Magic Johnson Park TIA
Existing Conditions
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	288	903	0	0	891	597	0	0	0	165	0	358				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	288	903	0	0	891	597	0	0	0	165	0	358				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	288	903	0	0	891	597	0	0	0	165	0	358				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	306	960	0	0	947	634	0	0	0	175	0	380				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	306	960	0	0	947	634	0	0	0	175	0	380				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	306	960	0	0	947	634	0	0	0	175	0	380				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.30	0.00	0.00	0.30	0.40	0.00	0.00	0.00	0.11	0.00	0.12				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

Scenario Report

Scenario:	ex pm
Command:	ex pm
Volume:	ex pm
Geometry:	ex pm
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	ex pm

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000
# 3 Figueroa St / El Segundo Blvd	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000
# 5 Main St / El Segundo Blvd	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000
# 7 Avalon Blvd / El Segundo Blvd	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000
# 12 Avalon Blvd / 120th St	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000
# 14 Central Ave / 120th St	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000
# 16 Central Ave / I-105 WB Ramps	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	10	0	10	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0	416	0	368	0	1201	599	183	706	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	416	0	368	0	1201	599	183	706	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	416	0	368	0	1201	599	183	706	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	0	0	0	420	0	371	0	1212	604	185	712	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	420	0	371	0	1212	604	185	712	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	420	0	371	0	1212	604	185	712	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.59	0.01	1.40	0.00	2.00	1.00	1.00	3.00	0.00				
Final Sat.:	0	0	0	2547	0	2253	0	3203	1597	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.38	0.38	0.12	0.15	0.00				
Crit Moves:						****		****		****						

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10	0	0	0	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	258	0	225	0	0	0	0	1211	436	269	656	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	258	0	225	0	0	0	0	1211	436	269	656	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	258	0	225	0	0	0	0	1211	436	269	656	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	263	0	229	0	0	0	0	1233	444	274	668	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	263	0	229	0	0	0	0	1233	444	274	668	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	263	0	229	0	0	0	0	1233	444	274	668	0				
OvlAdjVol:									198							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.07	0.00	0.93	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00				
Final Sat.:	1709	0	1491	0	0	0	0	3200	1600	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.39	0.28	0.17	0.14	0.00				
OvlAdjV/S:									0.12							
Crit Moves:	****							****		****						

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.697
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	160	502	137		77	291	90		122	1137	136		36	726	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	502	137		77	291	90		122	1137	136		36	726	96	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	160	502	137		77	291	90		122	1137	136		36	726	96	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	164	514	140		79	298	92		125	1165	139		37	744	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	164	514	140		79	298	92		125	1165	139		37	744	98	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	164	514	140		79	298	92		125	1165	139		37	744	98	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.65	0.35	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4239	561	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.16	0.09		0.05	0.09	0.06		0.08	0.36	0.09		0.02	0.18	0.18	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.529
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	103	297	111		78	151	72		103	1182	40		23	677	82	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	103	297	111		78	151	72		103	1182	40		23	677	82	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	103	297	111		78	151	72		103	1182	40		23	677	82	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	108	310	116		81	158	75		108	1234	42		24	707	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	310	116		81	158	75		108	1234	42		24	707	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	108	310	116		81	158	75		108	1234	42		24	707	86	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.90	0.10		1.00	2.68	0.32	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4643	157		1600	4281	519	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.10	0.07		0.05	0.05	0.05		0.07	0.27	0.27		0.02	0.17	0.17	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	104	377	90	98	175	52	109	1227	60	52	597	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	377	90	98	175	52	109	1227	60	52	597	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	377	90	98	175	52	109	1227	60	52	597	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	110	399	95	104	185	55	115	1298	63	55	632	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	399	95	104	185	55	115	1298	63	55	632	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	399	95	104	185	55	115	1298	63	55	632	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	2.86	0.14	1.00	2.77	0.23
Final Sat.:	1600	3200	1600	1600	2467	733	1600	4576	224	1600	4429	371
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.06	0.06	0.08	0.08	0.07	0.28	0.28	0.03	0.14	0.14
Crit Moves:		****		****				****		****		

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	77	208	44	64	142	80	105	1266	72	27	575	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	208	44	64	142	80	105	1266	72	27	575	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	208	44	64	142	80	105	1266	72	27	575	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	81	220	46	68	150	84	111	1337	76	29	607	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	220	46	68	150	84	111	1337	76	29	607	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	220	46	68	150	84	111	1337	76	29	607	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.28	0.72	1.00	2.84	0.16	1.00	2.66	0.34
Final Sat.:	1600	2641	559	1600	2047	1153	1600	4542	258	1600	4253	547
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.04	0.07	0.07	0.07	0.29	0.29	0.02	0.14	0.14
Crit Moves:	****				****			****		****		

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	1	0	
Volume Module:																
Base Vol:	115	614	148		149	440	80		119	1133	113		102	486	109	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	115	614	148		149	440	80		119	1133	113		102	486	109	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	115	614	148		149	440	80		119	1133	113		102	486	109	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	119	638	154		155	457	83		124	1177	117		106	505	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	119	638	154		155	457	83		124	1177	117		106	505	113	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	119	638	154		155	457	83		124	1177	117		106	505	113	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.73	0.27		1.00	2.45	0.55	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4365	435		1600	3921	879	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.20	0.10		0.10	0.14	0.05		0.08	0.27	0.27		0.07	0.13	0.13	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.459
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	-	R	L	- T	-	R	L	- T	-	R	L	- T	-	R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	2	1	0	1	0	3	0	0
Volume Module:																
Base Vol:	13	0	13		0	0	0		0	1464	48		19	678	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	0	13		0	0	0		0	1464	48		19	678	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	13	0	13		0	0	0		0	1464	48		19	678	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	14	0	14		0	0	0		0	1530	50		20	708	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	0	14		0	0	0		0	1530	50		20	708	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	0	14		0	0	0		0	1530	50		20	708	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.50	0.00	0.50		0.00	0.00	0.00		0.00	2.90	0.10		1.00	3.00	0.00	
Final Sat.:	800	0	800		0	0	0		0	4648	152		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.02		0.00	0.00	0.00		0.00	0.33	0.33		0.01	0.15	0.00	
Crit Moves:			****							****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	92	592	180		162	618	125		229	994	155		116	460	74	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	592	180		162	618	125		229	994	155		116	460	74	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	92	592	180		162	618	125		229	994	155		116	460	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	93	600	183		164	627	127		232	1008	157		118	467	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	600	183		164	627	127		232	1008	157		118	467	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	93	600	183		164	627	127		232	1008	157		118	467	75	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.19	0.11		0.10	0.20	0.08		0.15	0.32	0.10		0.07	0.15	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	61	637	114		88	463	29		85	361	60		99	357	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	637	114		88	463	29		85	361	60		99	357	70	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	61	637	114		88	463	29		85	361	60		99	357	70	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	63	659	118		91	479	30		88	373	62		102	369	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	659	118		91	479	30		88	373	62		102	369	72	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	63	659	118		91	479	30		88	373	62		102	369	72	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.88	0.12		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3011	189		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.21	0.07		0.06	0.16	0.16		0.05	0.23	0.04		0.06	0.23	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	63	755	91		162	768	112		123	358	80		54	202	138	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	63	755	91		162	768	112		123	358	80		54	202	138	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	63	755	91		162	768	112		123	358	80		54	202	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	64	766	92		164	779	114		125	363	81		55	205	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	766	92		164	779	114		125	363	81		55	205	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	64	766	92		164	779	114		125	363	81		55	205	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.63	0.37		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2616	584		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.24	0.06		0.10	0.24	0.07		0.08	0.14	0.14		0.03	0.13	0.09	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.717
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10		5	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	756	337		440	736	0		507	222	395		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	756	337		440	736	0		507	222	395		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	756	337		440	736	0		507	222	395		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	0	780	348		454	760	0		523	229	408		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	780	348		454	760	0		523	229	408		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	780	348		454	760	0		523	229	408		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		2.00	2.00	0.00		1.36	0.59	1.05		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		2880	3200	0		2165	948	1687		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.22		0.16	0.24	0.00		0.24	0.24	0.24		0.00	0.00	0.00	
Crit Moves:			****		****				****							

Earvin Magic Johnson Park TIA
Existing Conditions
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	304	939	0	0	910	417	0	0	0	276	0	569				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	304	939	0	0	910	417	0	0	0	276	0	569				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	304	939	0	0	910	417	0	0	0	276	0	569				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	314	970	0	0	940	431	0	0	0	285	0	588				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	314	970	0	0	940	431	0	0	0	285	0	588				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	314	970	0	0	940	431	0	0	0	285	0	588				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.30	0.00	0.00	0.29	0.27	0.00	0.00	0.00	0.18	0.00	0.18				
Crit Moves:	****				****							****				

Unsignalized Intersections (HCM)

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	17	368	1049	42	21	16
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	20	428	1220	49	24	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1269				1426	431
vC1, stage 1 conf vol					1244	
vC2, stage 2 conf vol					182	
vCu, unblocked vol	1269				1426	431
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				89	97
cM capacity (veh/h)	544				231	578

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	105	171	171	488	488	293	43
Volume Left	20	0	0	0	0	0	24
Volume Right	0	0	0	0	0	49	19
cSH	544	1700	1700	1700	1700	1700	312
Volume to Capacity	0.04	0.10	0.10	0.29	0.29	0.17	0.14
Queue Length 95th (ft)	3	0	0	0	0	0	12
Control Delay (s)	2.6	0.0	0.0	0.0	0.0	0.0	18.4
Lane LOS	A						C
Approach Delay (s)	0.6			0.0			18.4
Approach LOS							C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	421	7	7	1075	4	14	0	7	3	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1	473	8	8	1208	4	16	0	8	3	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1212			481			898	1707	162	1386	1709	405
vC1, stage 1 conf vol							479	479		1226	1226	
vC2, stage 2 conf vol							418	1228		160	483	
vCu, unblocked vol	1212			481			898	1707	162	1386	1709	405
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			96	100	99	98	100	100
cM capacity (veh/h)	571			1078			437	228	855	182	229	595

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	119	237	126	310	604	306	24	3
Volume Left	1	0	0	8	0	0	16	3
Volume Right	0	0	8	0	0	4	8	0
cSH	571	1700	1700	1078	1700	1700	522	182
Volume to Capacity	0.00	0.14	0.07	0.01	0.36	0.18	0.05	0.02
Queue Length 95th (ft)	0	0	0	1	0	0	4	1
Control Delay (s)	0.1	0.0	0.0	0.3	0.0	0.0	12.2	25.1
Lane LOS	A			A			B	D
Approach Delay (s)	0.0			0.1			12.2	25.1
Approach LOS							B	D

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	6	258	316	5	15	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	272	333	5	16	19
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	338				619	335
vC1, stage 1 conf vol					335	
vC2, stage 2 conf vol					284	
vCu, unblocked vol	338				619	335
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	97
cM capacity (veh/h)	1221				632	711

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	278	338	35
Volume Left	6	0	16
Volume Right	0	5	19
cSH	1221	1700	673
Volume to Capacity	0.01	0.20	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.2	0.0	10.6
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	10.6
Approach LOS			B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	41	1335	658	48	37	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	43	1405	693	51	39	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	743				1273	256
vC1, stage 1 conf vol					718	
vC2, stage 2 conf vol					555	
vCu, unblocked vol	743				1273	256
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	95				89	97
cM capacity (veh/h)	873				362	749

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	324	562	562	277	277	189	59
Volume Left	43	0	0	0	0	0	39
Volume Right	0	0	0	0	0	51	20
cSH	873	1700	1700	1700	1700	1700	439
Volume to Capacity	0.05	0.33	0.33	0.16	0.16	0.11	0.13
Queue Length 95th (ft)	4	0	0	0	0	0	12
Control Delay (s)	1.7	0.0	0.0	0.0	0.0	0.0	14.5
Lane LOS	A						B
Approach Delay (s)	0.4			0.0			14.5
Approach LOS							B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1405	12	6	714	2	6	0	9	2	1	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	5	1448	12	6	736	2	6	0	9	2	1	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	738			1461			1723	2215	489	1243	2221	246
vC1, stage 1 conf vol							1465	1465		749	749	
vC2, stage 2 conf vol							258	751		493	1471	
vCu, unblocked vol	738			1461			1723	2215	489	1243	2221	246
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			95	100	98	99	99	99
cM capacity (veh/h)	864			459			131	173	528	313	167	757

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	367	724	374	190	368	186	15	8
Volume Left	5	0	0	6	0	0	6	2
Volume Right	0	0	12	0	0	2	9	5
cSH	864	1700	1700	459	1700	1700	238	421
Volume to Capacity	0.01	0.43	0.22	0.01	0.22	0.11	0.06	0.02
Queue Length 95th (ft)	0	0	0	1	0	0	5	1
Control Delay (s)	0.2	0.0	0.0	0.6	0.0	0.0	21.2	13.7
Lane LOS	A			A			C	B
Approach Delay (s)	0.0			0.2			21.2	13.7
Approach LOS							C	B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	40.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	29	543	410	15	23	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	31	584	441	16	25	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	457				1095	449
vC1, stage 1 conf vol					449	
vC2, stage 2 conf vol					646	
vCu, unblocked vol	457				1095	449
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	97				94	97
cM capacity (veh/h)	1104				441	614

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	615	457	45
Volume Left	31	0	25
Volume Right	0	16	20
cSH	1104	1700	505
Volume to Capacity	0.03	0.27	0.09
Queue Length 95th (ft)	2	0	7
Control Delay (s)	0.8	0.0	12.8
Lane LOS	A		B
Approach Delay (s)	0.8	0.0	12.8
Approach LOS			B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

APPENDIX C

Trip Generation Rates and Existing Driveway Counts

ITE and SANDAG Trip Generation Rates

Single Tenant Office Building
(715)

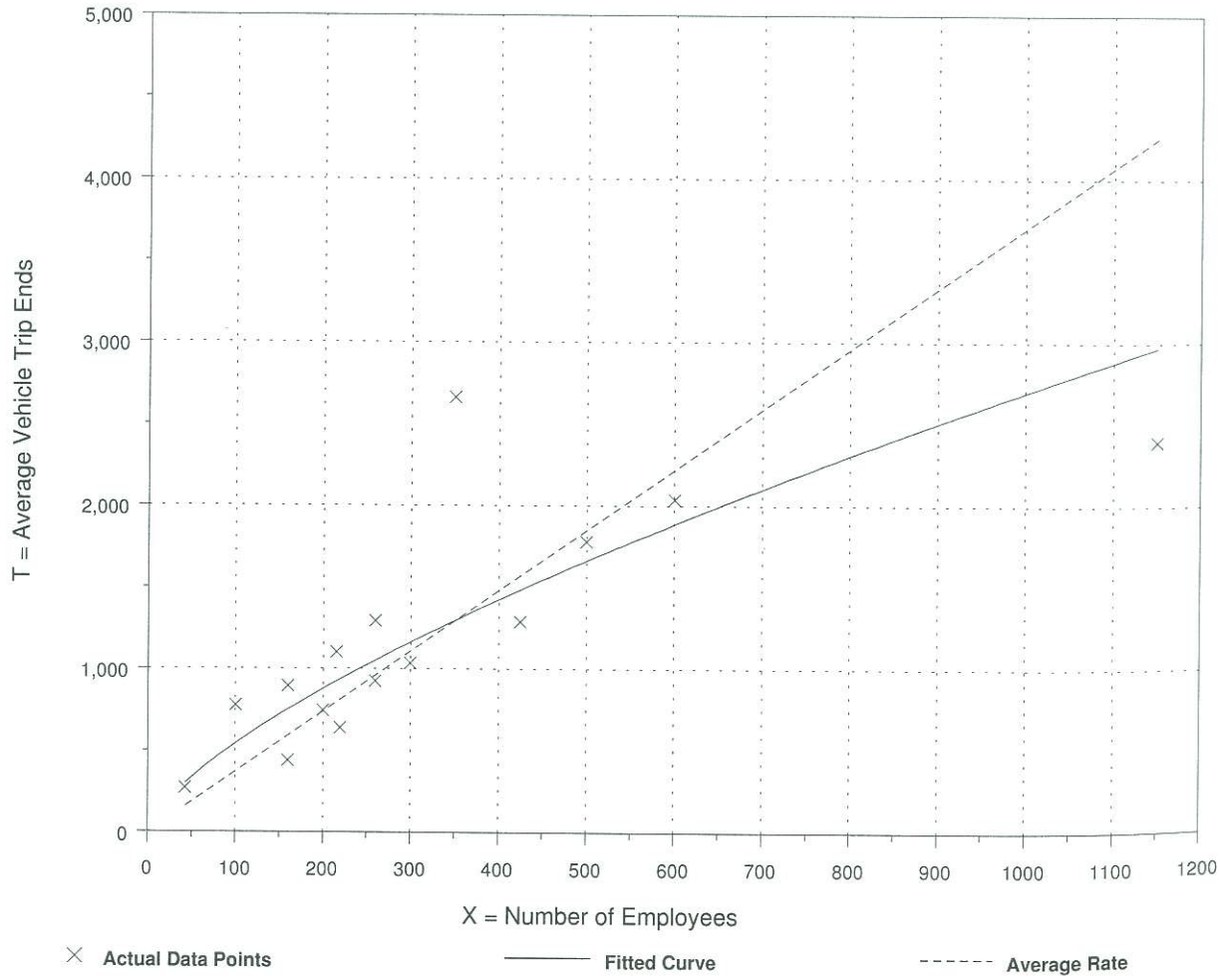
Average Vehicle Trip Ends vs: Employees
On a: Weekday

Number of Studies: 15
Avg. Number of Employees: 330
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.70	2.09 - 7.75	2.48

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.70 Ln(X) + 3.08

R^2 = 0.75

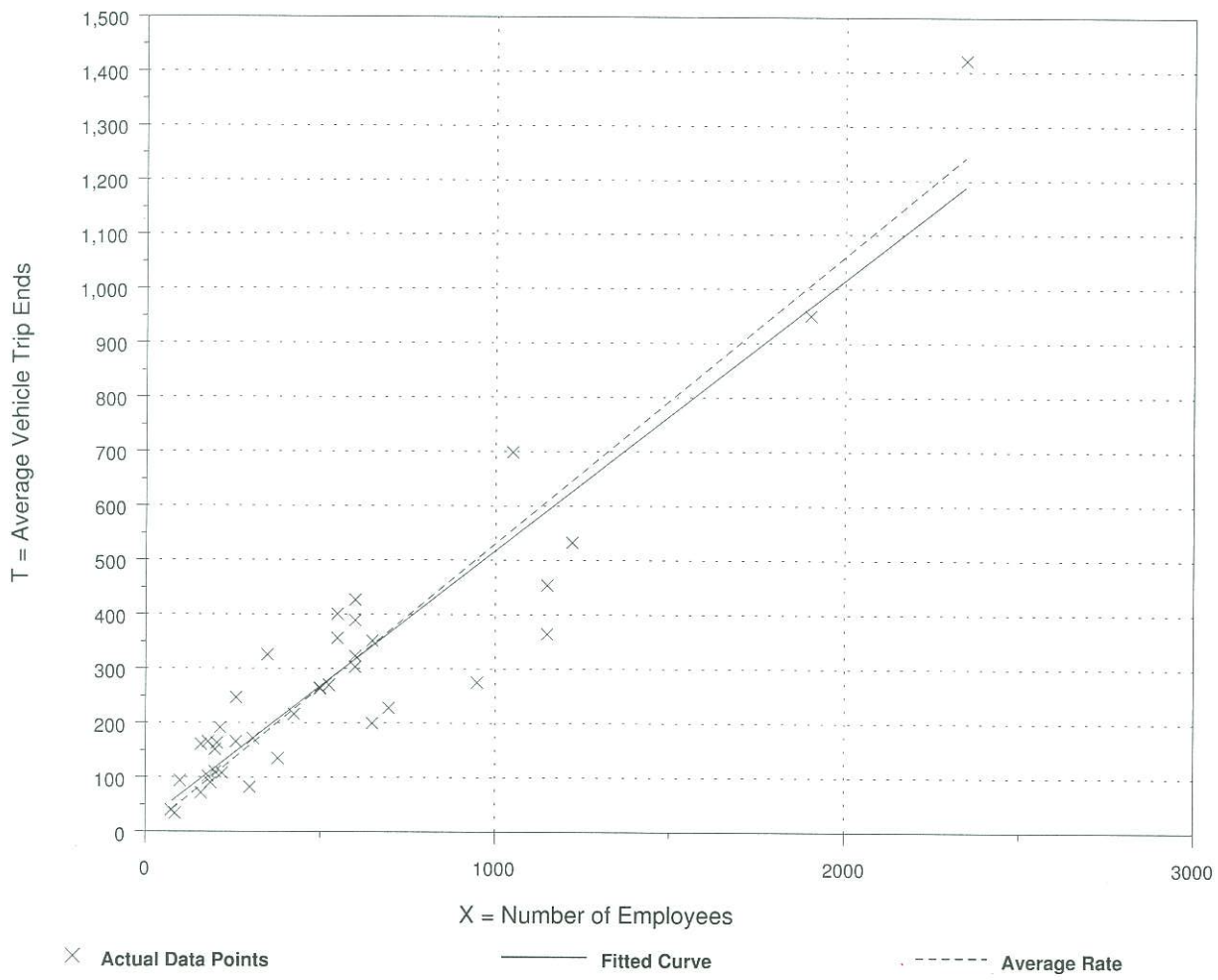
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
A.M. Peak Hour

Number of Studies: 39
Avg. Number of Employees: 545
Directional Distribution: 89% entering, 11% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.53	0.27 - 1.01	0.75

Data Plot and Equation



Fitted Curve Equation: T = 0.50(X) + 18.33

R^2 = 0.87

Single Tenant Office Building
(715)

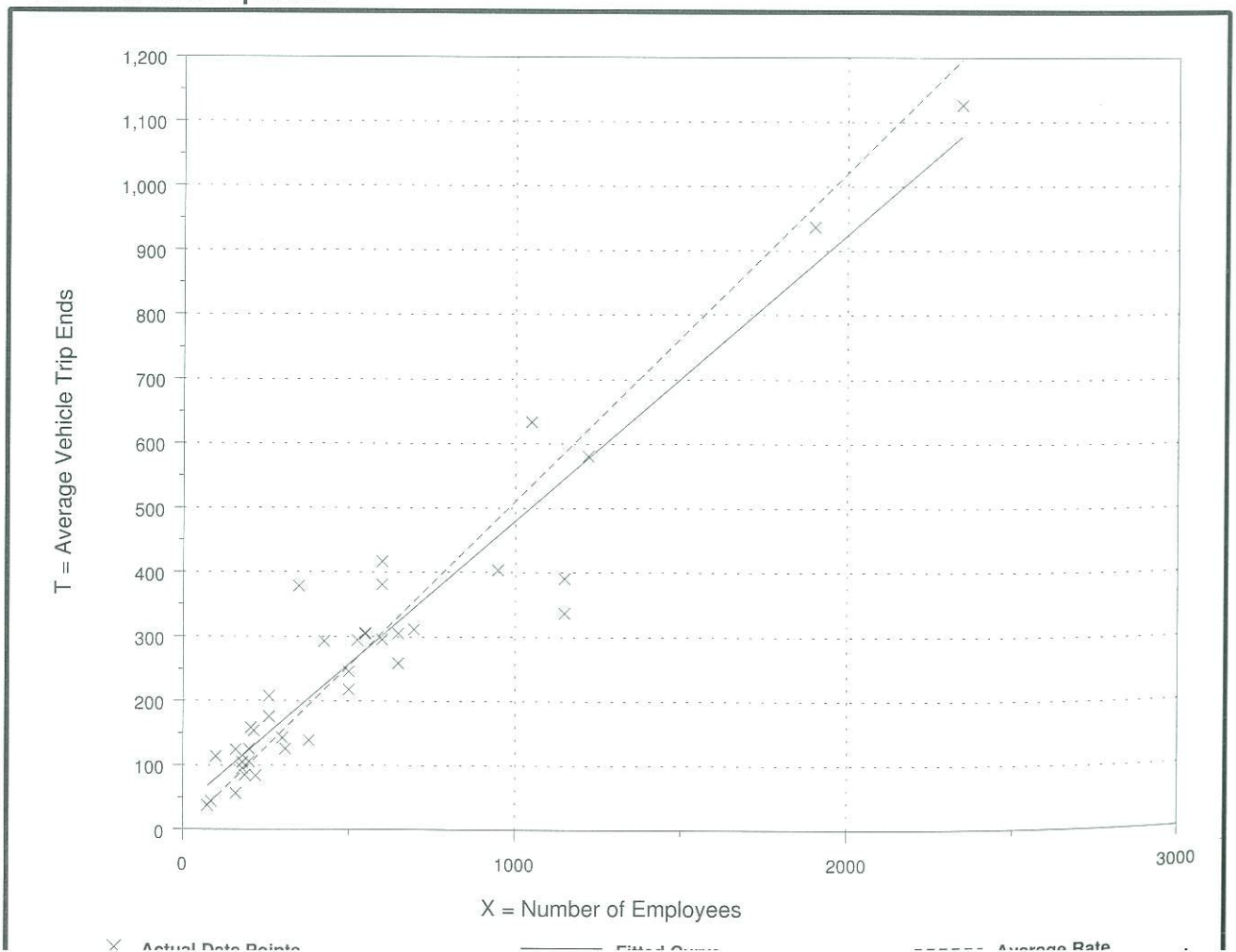
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
P.M. Peak Hour

Number of Studies: 39
Avg. Number of Employees: 545
Directional Distribution: 15% entering, 85% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.51	0.29 - 1.14	0.73

Data Plot and Equation



Soccer Complex
(488)

Average Vehicle Trip Ends vs: Fields
On a: Weekday

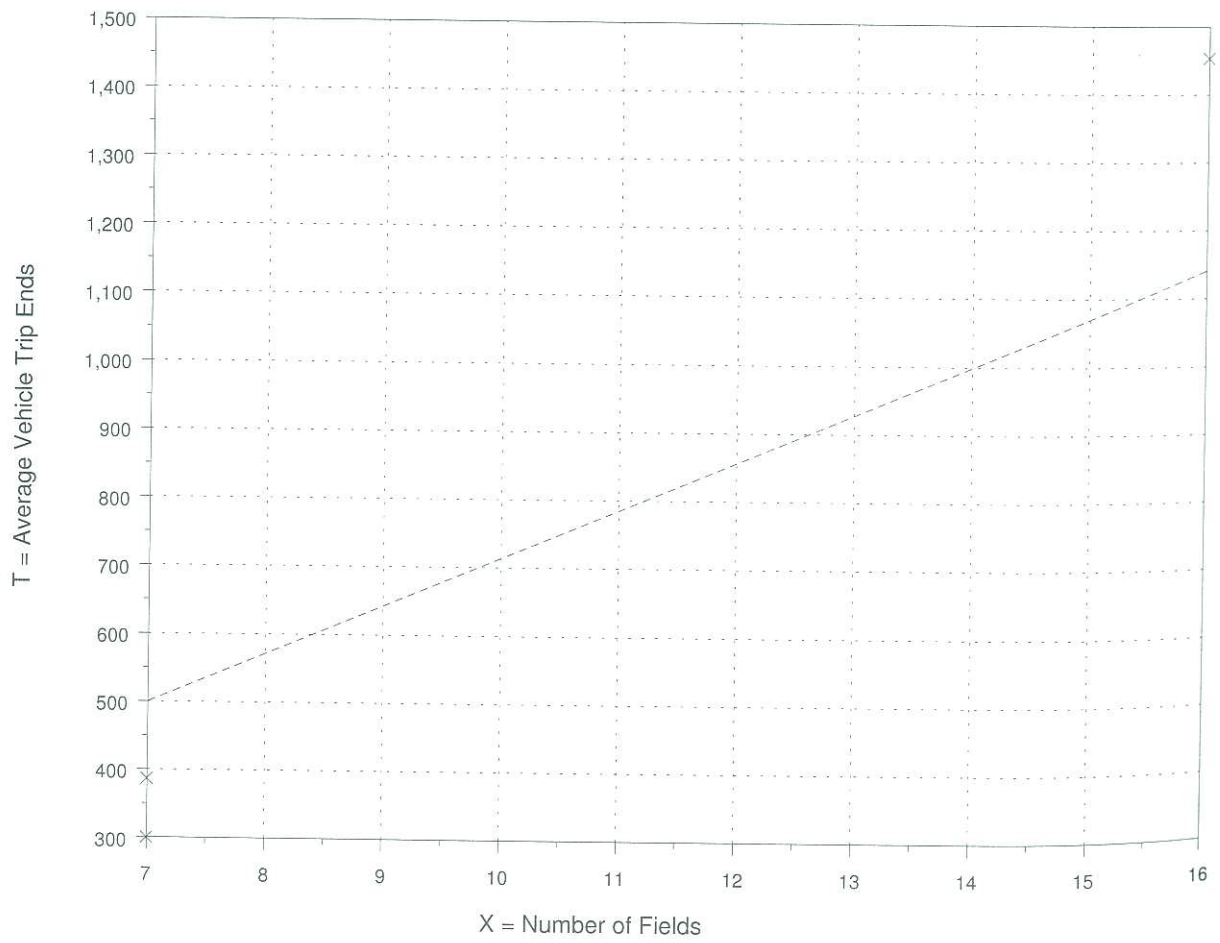
Number of Studies: 3
Average Number of Fields: 10
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
71.33	42.86 - 90.81	23.12

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

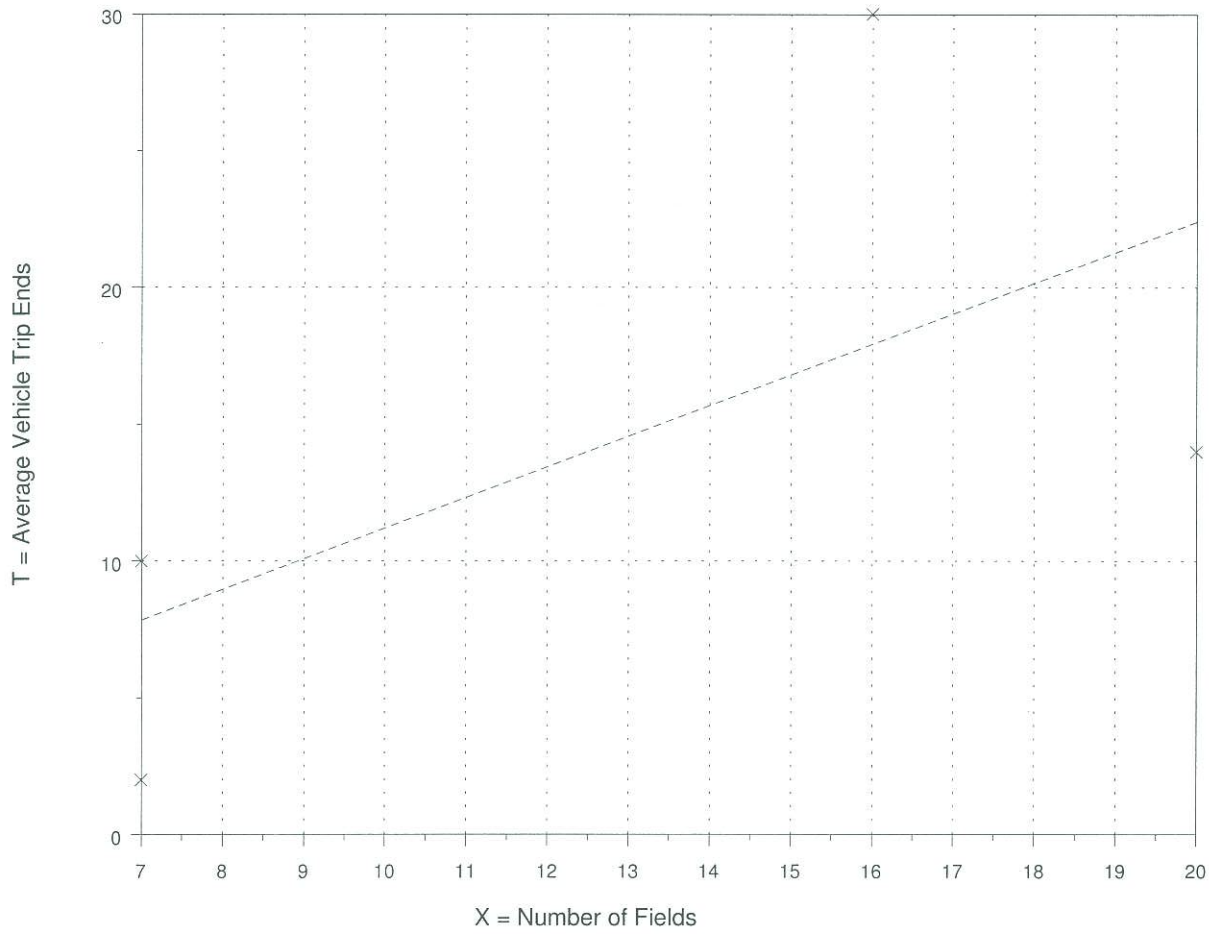
Number of Studies: 4
Average Number of Fields: 13
Directional Distribution: 57% entering, 43% exiting

Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
1.12	0.29 - 1.88	1.19

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



× **Actual Data Points** ------ **Average Rate**

Fitted Curve Equation: Not Given R^2 = ****

Soccer Complex
(488)

Average Vehicle Trip Ends vs: Fields
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

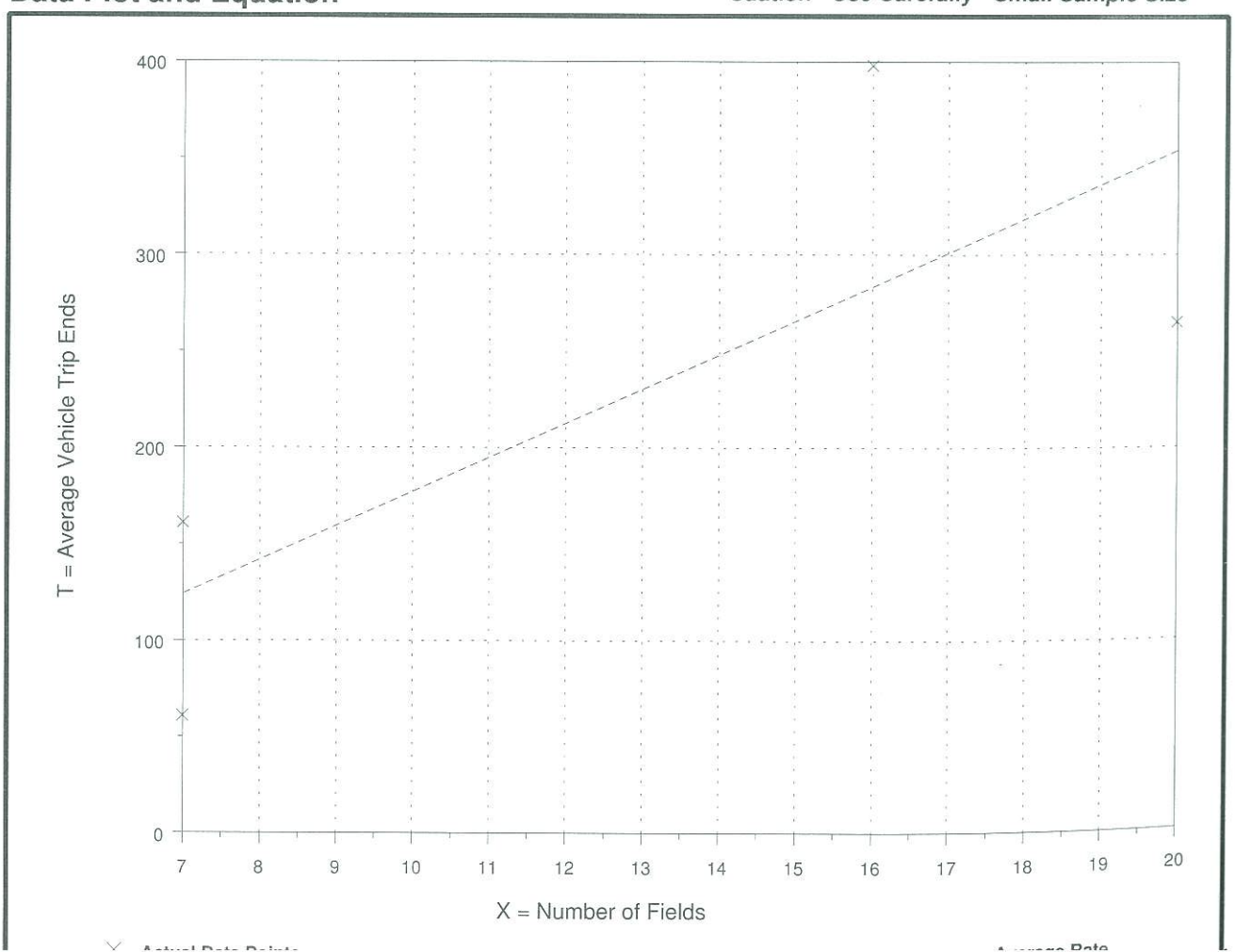
Number of Studies: 4
Average Number of Fields: 13
Directional Distribution: 67% entering, 33% exiting

Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
17.70	8.71 - 24.88	7.55

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Land Use: 493
Athletic Club

Independent Variables with One Observation

The following trip generation data are for independent variables with only one observation. This information is shown in this table only; there are no related plots for these data.

Users are cautioned to use data with care because of the small sample size.

Independent Variable	Trip Generation Rate	Size of Independent Variable	Number of Studies	Directional Distribution
Employees				
Weekday	93.17	6	1	50% entering, 50% exiting
Weekday A.M. Peak Hour of Adjacent Street Traffic	3.83	6	1	Not available
Weekday P.M. Peak Hour of Adjacent Street Traffic	7.50	6	1	Not available
Weekday A.M. Peak Hour of Generator	5.17	6	1	Not available
Weekday P.M. Peak Hour of Generator	8.33	6	1	Not available
Saturday	83.33	6	1	50% entering, 50% exiting
Saturday Peak Hour of Generator	8.00	6	1	Not available
Sunday	79.67	6	1	50% entering, 50% exiting
Sunday Peak Hour of Generator	7.83	6	1	Not available
1,000 Square Feet Gross Floor Area				
Weekday	43.00	13	1	50% entering, 50% exiting
Saturday	38.46	13	1	50% entering, 50% exiting
Sunday	36.77	13	1	50% entering, 50% exiting
Sunday Peak Hour of Generator	3.62	13	1	Not available

On a: Weekday,
Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

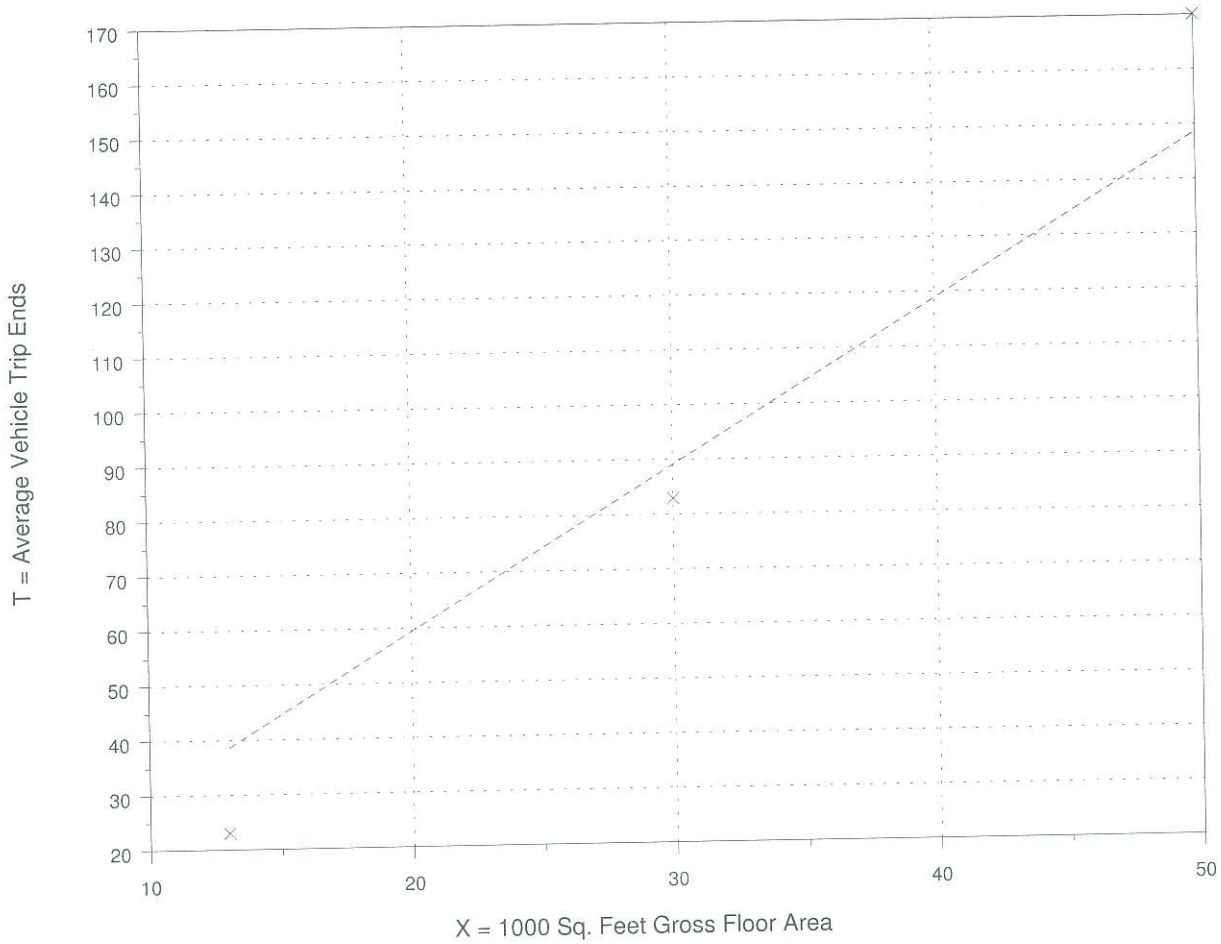
Number of Studies: 3
Average 1000 Sq. Feet GFA: 31
Directional Distribution: 61% entering, 39% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.97	1.77 - 3.40	1.80

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



× **Actual Data Points**

------ **Average Rate**

Fitted Curve Equation: Not given

R^2 = ****

Athletic Club
(493)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

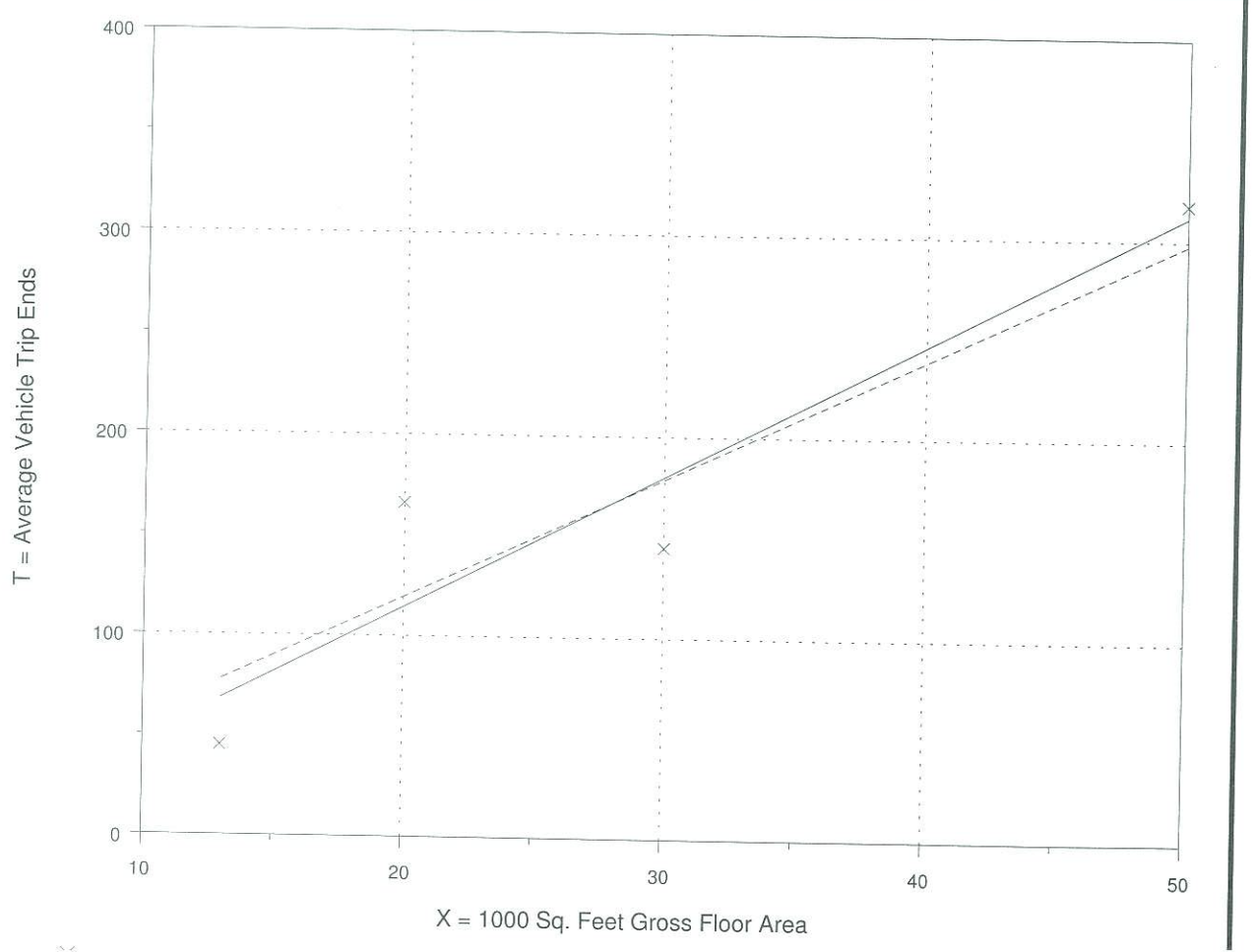
Number of Studies: 4
Average 1000 Sq. Feet GFA: 28
Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
5.96	3.46 - 8.30	2.82

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Recreational Community Center
(495)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

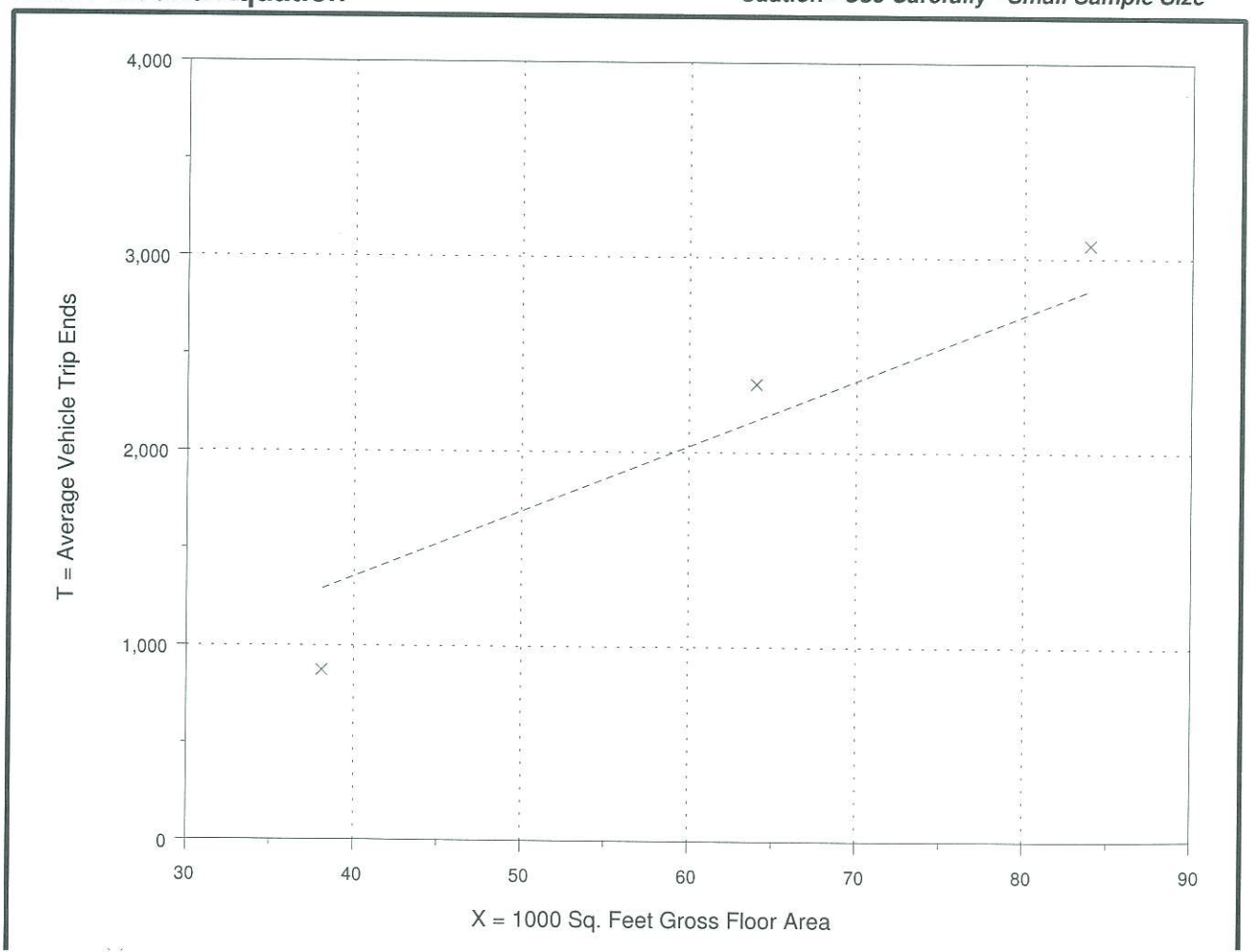
Number of Studies: 3
Average 1000 Sq. Feet GFA: 62
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
33.82	22.88 - 36.71	8.03

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



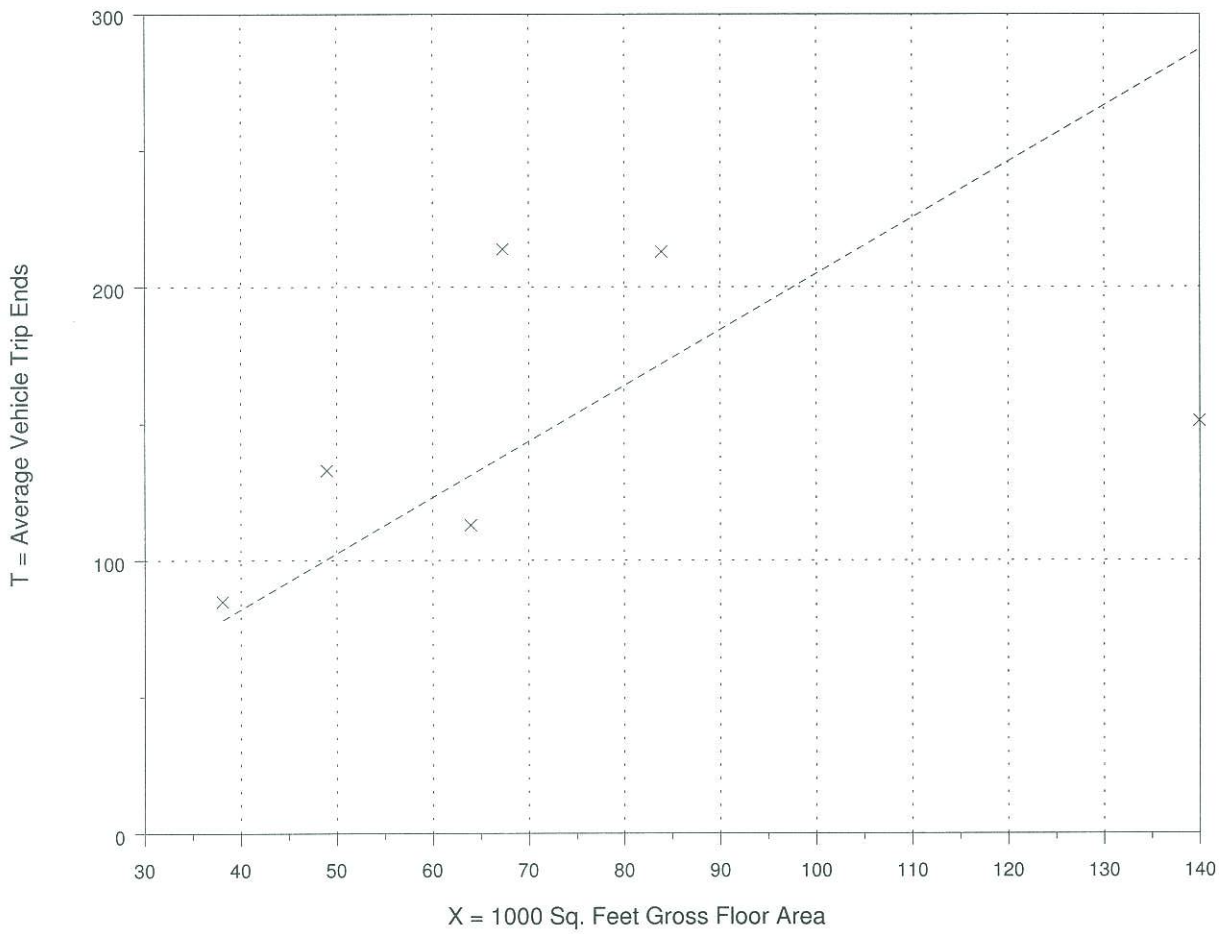
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 6
Average 1000 Sq. Feet GFA: 74
Directional Distribution: 66% entering, 34% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.05	1.08 - 3.18	1.62

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Recreational Community Center
(495)

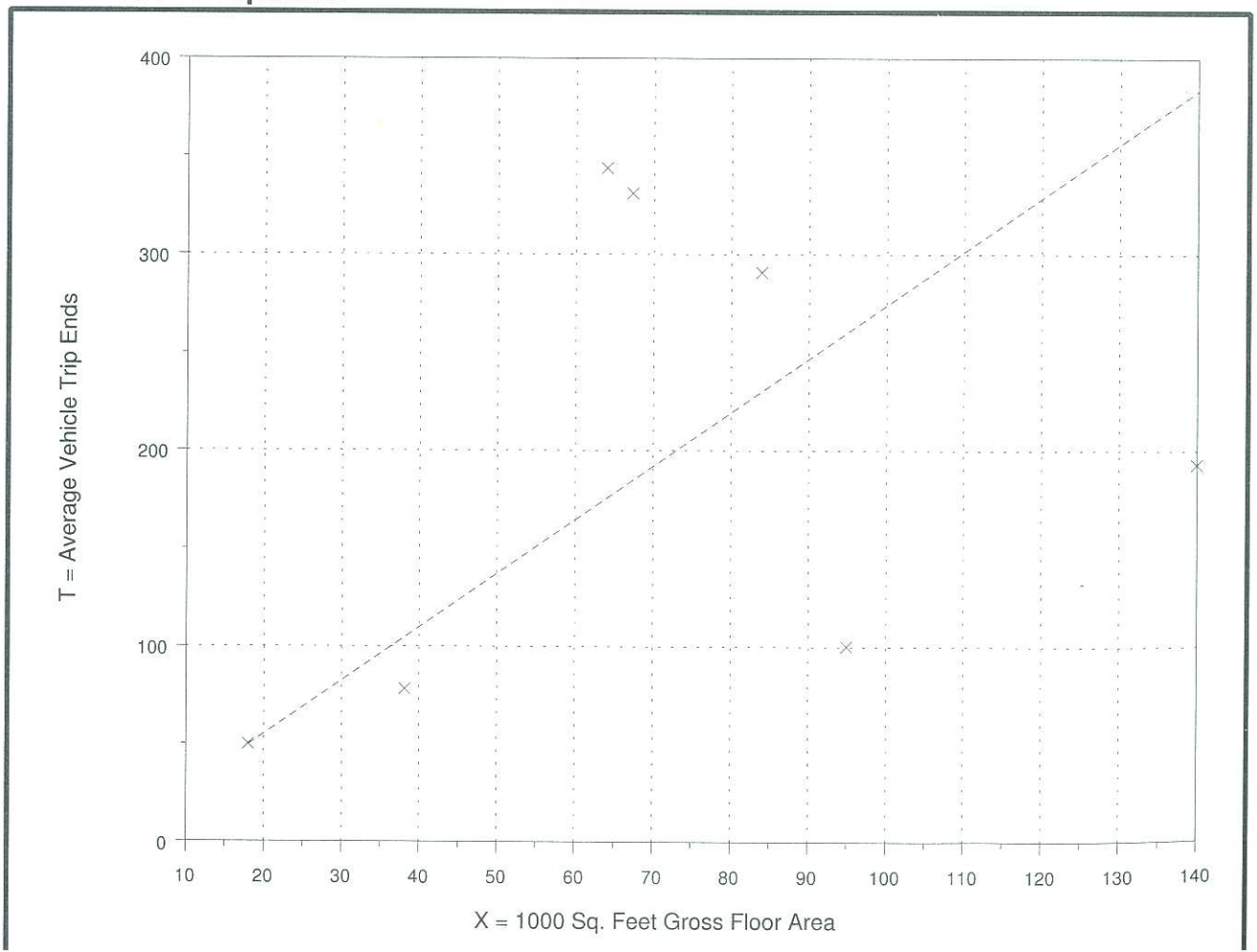
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 7
Average 1000 Sq. Feet GFA: 72
Directional Distribution: 49% entering, 51% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.74	1.05 - 5.37	2.32

Data Plot and Equation



(NOT SO)

BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES FOR THE SAN DIEGO REGION

SANDAG
401 B Street, Suite 800
San Diego, California 92101
(619) 699-1900 • Fax (619) 699-1950

APRIL 2002

NOTE: This listing only represents a ***guide*** of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates (both local and national) are subject to change as future documentation becomes available, or as regional sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. ***Always check with local jurisdictions for their preferred or applicable rates.***

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)[L]
AGRICULTURE (Open Space)	[80:18:2]	2/acre**					10.8
AIRPORT	[78:20:2]						12.5
Commercial		60/acre, 100/flight, 70/1000 sq. ft.* **	5%	(6:4)	6%	(5:5)	
General Aviation		6/acre, 2/flight, 6/based aircraft* **	9%	(7:3)	15%	(5:5)	
Heliports		100/acre**					
AUTOMOBILE[S]							
Car Wash							
Automatic		900/site, 600/acre**	4%	(5:5)	9%	(5:5)	
Self-serve		100/wash stall**	4%	(5:5)	8%	(5:5)	
Gasoline	[21:51:28]						2.8
with/Food Mart		160/vehicle fueling space**	7%	(5:5)	8%	(5:5)	
with/Food Mart & Car Wash		155/vehicle fueling space**	8%	(5:5)	9%	(5:5)	
Older Service Station Design		150/vehicle fueling space, 900/station**	7%	(5:5)	9%	(5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall* **	5%	(7:3)	8%	(4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	8%	(7:3)	11%	(4:6)	
Auto Parts Sales		60/1000 sq. ft. **	4%		10%		
Quick Lube		40/service stall**	7%	(6:4)	10%	(5:5)	
Tire Store		25/1000 sq. ft., 30/service stall**	7%	(6:4)	11%	(5:5)	
CEMETERY		5/acre*					
CHURCH (or Synagogue)	[64:25:11]	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	5%	(6:4)	8%	(5:5)	5.1
COMMERCIAL/RETAIL[S]							
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		35/1000 sq. ft.,[C] 400/acre*	4%	(7:3)	10%	(5:5)	
Regional Shopping Center (40-80acres, 400,000-800,000 sq. ft., w/usually 2+ major stores)	[54:35:11]	50/1000 sq. ft.,[C] 500/acre*	4%	(7:3)	9%	(5:5)	5.2
Community Shopping Center (15-40 acres, 125,000-400,000 sq. ft., w/usually 1 major store, detached restaurant(s), grocery and drugstore)	[47:31:22]	80/1000 sq. ft., 700/acre* **	4%	(6:4)	10%	(5:5)	3.6
Neighborhood Shopping Center (Less than 15 acres, less than 125,000 sq. ft., w/usually grocery & drugstore, cleaners, beauty & barber shop, & fast food services)		120/1000 sq. ft., 1200/acre* **	4%	(6:4)	10%	(5:5)	
Commercial Shops	[45:40:15]						
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3%	(6:4)	9%	(5:5)	4.3
Electronics Superstore		50/1000 sq. ft**			10%	(5:5)	
Factory Outlet		40/1000 sq. ft.**	3%	(7:3)	9%	(5:5)	
Supermarket		150/1000 sq. ft., 2000/acre* **	4%	(7:3)	10%	(5:5)	
Drugstore		90/1000 sq. ft.**	4%	(6:4)	10%	(5:5)	
Convenience Market (15-16 hours)		500/1000 sq. ft.**	8%	(5:5)	8%	(5:5)	
Convenience Market (24 hours)		700/1000 sq. ft.**	9%	(5:5)	7%	(5:5)	
Convenience Market (w/gasoline pumps)		850/1000 sq. ft., 550/vehicle fueling space**	6%	(5:5)	7%	(5:5)	
Discount Club		60/1000 sq. ft., 600/acre* **	1%	(7:3)	9%	(5:5)	
Discount Store		60/1000 sq. ft., 600/acre**	3%	(6:4)	8%	(5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4%	(7:3)	9%	(5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7%	(6:4)	9%	(5:5)	
Home Improvement Superstore		40/1000 sq. ft.**	5%	(6:4)	8%	(5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2%	(6:4)	9%	(5:5)	
Garden Nursery		40/1000 sq. ft., 90/acre**	3%	(6:4)	10%	(5:5)	
Mixed Use: Commercial (w/supermarket)/Residential		110/1000 sq. ft., 2000/acre* (commercial only)	3%	(6:4)	9%	(5:5)	
		5/dwelling unit, 200/acre* (residential only)	9%	(3:7)	13%	(6:4)	
EDUCATION							
University (4 years)	[91:9:0]	2.4/student, 100 acre*	10%	(8:2)	9%	(3:7)	8.9
Junior College (2 years)	[92:7:1]	1.2/student, 24/1000 sq. ft., 120/acre* **	12%	(8:2)	9%	(6:4)	9.0
High School	[75:19:6]	1.3/student, 15/1000 sq. ft., 60/acre* **	20%	(7:3)	10%	(4:6)	4.8
Middle/Junior High	[63:25:12]	1.4/student, 12/1000 sq. ft. 50/acre**	30%	(6:4)	9%	(4:6)	5.0
Elementary	[57:25:10]	1.6/student, 14/1000 sq. ft., 90/acre* **	32%	(6:4)	9%	(4:6)	3.4
Day Care	[28:58:14]	5/child, 80/1000 sq. ft.**	17%	(5:5)	18%	(5:5)	3.7
FINANCIAL[S]	[35:42:23]						3.4
Bank (Walk-In only)		150/1000 sq. ft., 1000/acre* **	4%	(7:3)	8%	(4:6)	
with Drive-Through		200/1000 sq. ft., 1500/acre*	5%	(6:4)	10%	(5:5)	
Drive-Through only		250 (125 one-way)/lane*	3%	(5:5)	13%	(5:5)	
Savings & Loan		60/1000 sq. ft., 600/acre**	2%		9%		
Drive-Through only		100 (50 one-way)/lane**	4%		15%		
HOSPITAL	[73:25:2]						8.3
General		20/bed, 25/1000 sq. ft., 250/acre*	8%	(7:3)	10%	(4:6)	
Convalescent/Nursing		3/bed**	7%	(6:4)	7%	(4:6)	
INDUSTRIAL							
Industrial/Business Park (commercial included)	[79:19:2]	16/1000 sq. ft., 200/acre* **	12%	(8:2)	12%	(2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre**	11%	(9:1)	12%	(2:8)	
Industrial Plant (multiple shifts)	[92:5:3]	10/1000 sq. ft., 120/acre*	14%	(8:2)	15%	(3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	19%	(9:1)	20%	(2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	13%	(7:3)	15%	(4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6%	(5:5)	9%	(5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	16%	(9:1)	14%	(1:9)	
Landfill & Recycling Center		6/acre	11%	(5:5)	10%	(4:6)	

(OVER)

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista and County of San Diego.
ADVISORY/LIAISON MEMBERS: California Department of Transportation, County Water Authority, U.S. Department of Defense, S.D. Unified Port District and Tijuana/Baja California.

LAND USE	TRIP CATEGORIES [PRIMARY:DIVERTED:PASS-BY][P]	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 6:00-9:30 A.M.		Between 3:00-6:30 P.M.		TRIP LENGTH (Miles)[L]
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(7:3)	10%	(5:5)	3.9
LODGING	[58:38:4]						7.6
Hotel (w/convention facilities/restaurant)		10/occupied room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/occupied room, 200/acre*	8%	(4:6)	9%	(6:4)	
Resort Hotel		8/occupied room, 100/acre*	5%	(6:4)	7%	(4:6)	
Business Hotel		7/occupied room**	8%	(4:6)	9%	(6:4)	
MILITARY	[82:16:2]	2.5/military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office (less than 100,000 sq. ft.)	[77:19:4]	20/1000 sq. ft.,[O] 300/acre*	14%	(9:1)	13%	(2:8)	8.8
Large (High-Rise) Commercial Office (more than 100,000 sq. ft., 6 + stories)	[82:15:3]	17/1000 sq. ft.,[O] 600/acre*	13%	(9:1)	14%	(2:8)	10.0
Office Park (400,000+ sq. ft.)		12/1000 sq.ft., 200/acre* **	13%	(9:1)	13%	(2:8)	
Single Tenant Office		14/1000 sq. ft., 180/acre*	15%	(9:1)	15%	(2:8)	8.8
Corporate Headquarters		7/1000 sq. ft., 110/acre*	17%	(9:1)	16%	(1:9)	
Government (Civic Center)	[50:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	6.0
Post Office							
Central/Walk-In Only		90/1000 sq. ft.**	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre*	6%	(6:4)	9%	(5:5)	
Community (w/mail drop lane)		300/1000 sq. ft., 2000/acre*	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane*	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	10%	(4:6)	
Medical-Dental	[60:30:10]	50/1000 sq. ft., 500/acre*	6%	(8:2)	11%	(3:7)	6.4
PARKS	[66:28:6]		4%		8%		5.4
City (developed w/meeting rooms and sports facilities)		50/acre*	13%	(5:5)	9%	(5:5)	
Regional (developed)		20/acre*					
Neighborhood/County (undeveloped)		5/acre (add for specific sport uses), 6/picnic site* **					
State (average 1000 acres)		1/acre, 10/picnic site**					
Amusement (Theme)		80/acre, 130/acre (summer only)**			6%	(6:4)	
San Diego Zoo		115/acre*					
Sea World		80/acre*					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 60/acre*					6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre*					
Bowling Center		30/1000 sq. ft., 300/acre, 30/lane **	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		7/acre, 40/hole, 700/course* **	7%	(8:2)	9%	(3:7)	
Driving Range only		70/acre, 14/tee box*	3%	(7:3)	9%	(5:5)	
Marinas		4/berth, 20/acre* **	3%	(3:7)	7%	(6:4)	
Multi-purpose (miniature golf, video arcade, batting cage, etc.)		90/acre	2%		6%		
Racquetball/Health Club		30/1000 sq. ft., 300/acre, 40/court*	4%	(6:4)	9%	(6:4)	
Tennis Courts		16/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat*					
Indoor Arena		30/acre, 0.1/seat*					
Racetrack		40/acre, 0.6 seat*					
Theaters (multiplex w/matinee)	[66:17:17]	80/1000 sq. ft., 1.8/seat, 360/screen*	1/3%		8%	(6:4)	6.1
RESIDENTIAL	[86:11:3]						7.9
Estate, Urban or Rural (average 1-2 DU/acre)		12/dwelling unit *[R]	8%	(3:7)	10%	(7:3)	
Single Family Detached (average 3-6 DU/acre)		10/dwelling unit *[R]	8%	(3:7)	10%	(7:3)	
Condominium (or any multi-family 6-20 DU/acre)		8/dwelling unit *[R]	8%	(2:8)	10%	(7:3)	
Apartment (or any multi-family units more than 20 DU/acre)		6/dwelling unit *[R]	8%	(2:8)	9%	(7:3)	
Military Housing (off-base, multi-family)							
(less than 6 DU/acre)		8/dwelling unit	7%	(3:7)	9%	(6:4)	
(6-20 DU/acre)		6/dwelling unit	7%	(3:7)	9%	(6:4)	
Mobile Home							
Family		5/dwelling unit, 40/acre*	8%	(3:7)	11%	(6:4)	
Adults Only		3/dwelling unit, 20/acre*	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**	5%	(4:6)	7%	(6:4)	
Congregate Care Facility		2.5/dwelling unit**	4%	(6:4)	8%	(5:5)	
RESTAURANT[S]	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 500/acre* **	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		160/1000 sq. ft., 6/seat, 1000/acre* **	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		650/1000 sq. ft., 20/seat, 3000/acre* **	7%	(5:5)	7%	(5:5)	
Fast Food (without drive-through)		700/1000 sq. ft.**	5%	(6:4)	7%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat*	9%	(6:4)	3%	(3:7)	
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	9%	(4:6)	8%	(5:5)	
Waterport/Marine Terminal		170/berth, 12/acre**					
Transit Station (Light Rail w/parking)		300/acre, 2[1/2]/parking space (4/occupied)**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (600/paved acre), 5/parking space (8/occupied)* **	14%	(7:3)	15%	(3:7)	

* Primary source: *San Diego Traffic Generators.*

* Other sources: *ITE Trip Generation Report [6th Edition]*, Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS studies, reports and estimates.

[P] Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (draft SANDAG *Analysis of Trip Diversion*, revised November, 1990):
PRIMARY - one trip directly between origin and primary destination.
DIVERTED - linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.
PASS-BY - undiverted or diverted < 1 mile.

[L] Trip lengths are average weighted for all trips to and from general land use site. (All trips system-wide average length = 6.9 miles)

[C] Fitted curve equation: $Ln(T) = 0.502\ Ln(x) + 6.945$
[O] Fitted curve equation: $Ln(T) = 0.756\ Ln(x) + 3.950$
T = total trips, x = 1,000 sq. ft.

[R] Fitted curve equation: $t = -2.169\ Ln(d) + 12.85$ t = trips/DU, d = density (DU/acre), DU = dwelling unit

[S] Suggested PASS-BY [undiverted or diverted < 1 mile] percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources**):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	20%
Fast Food	40%

[T] Trip Reductions - In order to help promote regional "smart growth" policies, and acknowledge San Diego's expanding mass transit system, consider vehicle trip rate reductions (with proper documentation and necessary adjustments for peak periods). The following are some examples:

[1] A 5% daily trip reduction for land uses with transit access or near transit stations accessible within 1/4 mile.

[2] Up to 10% daily trip reduction for mixed-use developments where residential and commercial retail are combined (demonstrate mode split of walking trips to replace vehicular trips).

Sycamore Trails Stables Equestrian Center Trip Generation Study
(LLG Engineers, 2008)

MEMORANDUM

LINSCOTT LAW & GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers
1580 Corporate Drive
Suite 122
Costa Mesa, CA 92626
714.641.1587 T
714.641.0139 F
www.llgengineers.com

Pasadena
Costa Mesa
San Diego
Las Vegas

To:	Alan Oswald City of San Juan Capistrano	Date:	December 24, 2008
From:	Zawwar Saiyed Transportation Engineer III Linscott, Law & Greenspan, Engineers	LLG Ref:	2.08.3021.1
Subject:	Equestrian Center Trip Generation Rates		

As requested by City of San Juan Capistrano staff, a trip generation study was conducted at the existing Sycamore Trails Stables site located in the City of San Juan Capistrano to determine the trip generation projections for an Equestrian Center for weekday daily and peak hours. Vehicular 24-hour tube counts (ins and outs) at the site driveway were conducted every fifteen minutes on Tuesday, December 10, 2008, Thursday, December 11, 2008 and Friday, December 12, 2008. The following provides a brief description of the Sycamore Trails Stables that was identified in consultation with City staff (i.e. location, operations and the time period for the trip generation studies).

Description:

This facility is located at 26282 Oso Road in the City of San Juan Capistrano and features three lighted covered arenas and three lighted jumping arenas, including one just for beginners. See attached ***Figure 1***. It also includes class instructors and trainers and miles of scenic trails. It consists of 476 stables. The facilities include:

- Seven Arenas
- Eight Barns
- Four Round Pens
- Three Hot-Walkers
- Shoeing Racks
- Wash Racks
- Sunning Pens
- Tack Store

Currently this facility operates seven days a week. Access is provided via a driveway located along Oso Road. 24-hour tube counts were conducted for the driveway for three consecutive days. ***Appendix A*** includes the count data for the three days.

Trip Generation Studies Results

Weekday daily and peak hour trip generation rates (total rate, inbound rate and outbound rate) for the Sycamore Trails Stables site was determined based on the information gathered in the trip generation studies. Please note that the peak hour

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

An LG2WB Company Founded 1966

rates were determined for both the peak hour of the adjacent street and the generator, for both the total number of stables (476 stables) and the occupied stables (461 stables).

The daily trip generation rate was determined by dividing the three-day average number of vehicle trips (inbound and outbound) by the total number of stables (476 stables) as well as occupied stables (461 stables). The peak hour trip generation rates for the adjacent street and the generator were determined by dividing the three-day average number of vehicle trips during the peak hour (inbound and outbound) of the adjacent street and generator, respectively, by the of total number of stables (476 stables), as well as occupied stables (461 stables). The peak hour inbound and outbound trip generation rates are based on the relationship of the inbound and outbound vehicle trips during the peak hour to the three-day average vehicle trips during the peak hour. ***Tables 1*** and ***2***, provide a summary of the trip generation studies for the Sycamore Trails Stables and their respective trip generation rates for peak hour of adjacent street and generator, respectively.

TABLE 1
EQUESTRIAN CENTER WEEKDAY TRIP GENERATION RATES
PEAK HOUR OF ADJACENT STREET
SYCAMORE TRAILS STABLES, SAN JUAN CAPISTRANO

Description	Daily	AM			PM		
		In	Out	Total	In	Out	Total
Sycamore Trails Stable Trip Generation							
Wednesday (12/10/08)	952	51	12	63	55	65	120
Thursday (12/11/08)	1,107	39	25	64	60	73	133
Friday (12/12/08)	1,090	39	16	55	66	76	142
3-Day Average (Weekday)	***1,050***	***43***	***18***	***61***	***60***	***71***	***131***
Sycamore Trails Stable Trip Generation Rates [1, 2]							
476 Stables	2.21	0.09	0.04	0.13	0.13	0.15	0.28
461 Occupied Stables	2.28	0.09	0.04	0.13	0.13	0.15	0.28

Notes:
[1] Rates based on 3-day average peak hour volumes.
[2] Rates based on peak hour of adjacent street which is between 7:00 AM - 9:00 AM and 4:00 PM - 6:00 PM.

LINSCOTT
LAW &
GREENSPAN
engineers

TABLE 2
EQUESTRIAN CENTER WEEKDAY TRIP GENERATION RATES
PEAK HOUR OF GENERATOR
SYCAMORE TRAILS STABLES, SAN JUAN CAPISTRANO

Description	Daily	AM			PM		
		In	Out	Total	In	Out	Total
Sycamore Trails Stable Trip Generation							
Wednesday (12/10/08)	952	51	44	95	65	77	142
Thursday (12/11/08)	1,107	49	39	88	76	87	163
Friday (12/12/08)	1,090	48	43	91	78	78	156
3-Day Average (Weekday)	***1,050***	***49***	***42***	***91***	***73***	***81***	***154***
Sycamore Trails Stable Trip Generation Rates[3, 4]							
476 Stables	2.21	0.10	0.09	0.19	0.15	0.17	0.32
461 Occupied Stables	2.28	0.11	0.09	0.20	0.16	0.18	0.34

Notes:
[3] Rates based on 3-day average peak hour volumes.
[4] Rates based on peak hour of generator.

* * * * * * * * * *

Please call us at 714.641.1587 if you have any questions regarding this letter.

Attachments

cc: File

WEDNESDAY - DECEMBER 10, 2008 CITY: SAN JUAN CAPISTRANO PROJECT: CA08-1219-1-001-DAY 1

MAIN ENTRANCE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	8		7				
00:15	0		0					12:15	13		8				
00:30	0		0					12:30	12		8				
00:45	0	0	0	0				12:45	7	40	9	32			72
01:00	3		0					13:00	9		14				
01:15	0		0					13:15	4		7				
01:30	0		0					13:30	4		7				
01:45	0	3	0	0			3	13:45	9	26	7	35			61
02:00	0		0					14:00	9		8				
02:15	0		0					14:15	3		7				
02:30	0		0					14:30	4		7				
02:45	0	0	0	0				14:45	13	29	4	26			55
03:00	0		0					15:00	10		14				
03:15	0		0					15:15	12		19				
03:30	0		0					15:30	12		17				
03:45	0	0	0	0				15:45	11	45	14	64			109
04:00	1		1					16:00	13		13				
04:15	0		0					16:15	10		21				
04:30	0		0					16:30	11		9				
04:45	0	1	0	1			2	16:45	29	63	12	55			118
05:00	0		0					17:00	20		14				
05:15	0		0					17:15	17		7				
05:30	0		0					17:30	11		9				
05:45	0	0	2	2			2	17:45	17	65	10	40			105
06:00	0		1					18:00	20		9				
06:15	0		0					18:15	11		8				
06:30	0		0					18:30	13		10				
06:45	0	0	3	4			4	18:45	13	57	12	39			96
07:00	1		1					19:00	14		2				
07:15	2		1					19:15	3		3				
07:30	1		2					19:30	4		4				
07:45	3	7	7	11			18	19:45	0	21	8	17			38
08:00	3		15					20:00	7		0				
08:15	3		12					20:15	3		1				
08:30	4		15					20:30	0		0				
08:45	2	12	9	51			63	20:45	3	13	3	4			17
09:00	0		11					21:00	3		4				
09:15	4		8					21:15	4		7				
09:30	1		7					21:30	1		2				
09:45	4	9	8	34			43	21:45	3	11	2	15			26
10:00	3		7					22:00	0		0				
10:15	3		2					22:15	3		0				
10:30	7		9					22:30	0		0				
10:45	4	17	8	26			43	22:45	0	3	1	1			4
11:00	10		8					23:00	0		0				
11:15	9		8					23:15	0		0				
11:30	13		7					23:30	0		0				
11:45	10	42	8	31			73	23:45	0	0	0	0			
Total Vol.		91		160			**251**			373		328			**701**

Daily Totals

NB	SB	EB	WB	Combined
464	488			**952**

	AM			PM		
Split %	36.3%	63.7%	**26.4%**	53.2%	46.8%	**73.6%**
Peak Hour	11:30	08:00	**11:30**	16:30	15:30	**16:15**
Volume	44	51	**74**	77	65	**126**
P.H.F.	0.85	0.85	**0.88**	0.69	0.77	**0.77**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - DECEMBER 11, 2008 CITY: SAN JUAN CAPISTRANO PROJECT: CA08-1219-1-001-DAY 2

MAIN ENTRANCE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	7		2				
00:15	0		0					12:15	12		7				
00:30	0		0					12:30	3		9				
00:45	0	0	0	0				12:45	24	46	7	25			71
01:00	0		0					13:00	4		13				
01:15	0		0					13:15	9		8				
01:30	0		0					13:30	8		7				
01:45	0	0	0	0				13:45	8	29	16	44			73
02:00	0		0					14:00	1		8				
02:15	0		0					14:15	12		7				
02:30	0		0					14:30	12		7				
02:45	0	0	0	0				14:45	3	28	7	29			57
03:00	0		0					15:00	8		15				
03:15	0		0					15:15	12		25				
03:30	0		0					15:30	11		12				
03:45	0	0	0	0				15:45	13	44	21	73			117
04:00	0		0					16:00	14		18				
04:15	1		0					16:15	11		16				
04:30	0		0					16:30	20		14				
04:45	0	1	0	0			1	16:45	18	63	12	60			123
05:00	0		2					17:00	27		13				
05:15	0		0					17:15	22		13				
05:30	0		1					17:30	12		16				
05:45	0	0	2	5			5	17:45	12	73	14	56			129
06:00	0		1					18:00	14		12				
06:15	0		1					18:15	21		8				
06:30	2		7					18:30	18		14				
06:45	0	2	7	16			18	18:45	21	74	11	45			119
07:00	1		2					19:00	12		4				
07:15	7		2					19:15	8		7				
07:30	0		1					19:30	4		4				
07:45	1	9	8	13			22	19:45	12	36	7	22			58
08:00	4		13					20:00	13		2				
08:15	4		13					20:15	3		4				
08:30	8		4					20:30	3		3				
08:45	9	25	9	39			64	20:45	1	20	0	9			29
09:00	9		16					21:00	1		1				
09:15	1		8					21:15	0		2				
09:30	13		14					21:30	0		1				
09:45	7	30	11	49			79	21:45	1	2	0	4			6
10:00	9		13					22:00	0		2				
10:15	7		8					22:15	1		0				
10:30	4		7					22:30	0		0				
10:45	9	29	7	35			64	22:45	0	1	0	2			3
11:00	7		8					23:00	0		0				
11:15	11		8					23:15	0		0				
11:30	4		8					23:30	0		0				
11:45	16	38	7	31			69	23:45	0	0	0	0			
Total Vol.		134		188			**322**			416		369			**785**

Daily Totals

NB	SB	EB	WB	Combined
550	557			**1107**

	AM			PM		
Split %	41.6%	58.4%	**29.1%**	53.0%	47.0%	**70.9%**
Peak Hour	11:30	09:00	**09:30**	16:30	15:15	**16:30**
Volume	39	49	**82**	87	76	**139**
P.H.F.	0.61	0.77	**0.76**	0.85	0.76	**0.87**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

FRIDAY - DECEMBER 12, 2008 CITY: SAN JUAN CAPISTRANO PROJECT: CA08-1219-1-001-DAY 3

MAIN ENTRANCE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	15		9				
00:15	0		0					12:15	9		6				
00:30	0		0					12:30	9		7				
00:45	0	0	0	0				12:45	16	49	7	29			78
01:00	0		0					13:00	13		9				
01:15	0		0					13:15	4		13				
01:30	0		0					13:30	14		9				
01:45	0	0	0	0				13:45	6	37	9	40			77
02:00	0		0					14:00	11		7				
02:15	0		0					14:15	9		9				
02:30	0		0					14:30	7		7				
02:45	0	0	1	1			1	14:45	8	35	18	41			76
03:00	0		3					15:00	13		13				
03:15	0		0					15:15	15		29				
03:30	0		0					15:30	13		18				
03:45	0	0	0	3			3	15:45	22	63	13	73			136
04:00	0		0					16:00	11		15				
04:15	0		0					16:15	16		14				
04:30	0		0					16:30	12		15				
04:45	0	0	0	0				16:45	16	55	22	66			121
05:00	0		1					17:00	19		15				
05:15	0		0					17:15	23		7				
05:30	0		0					17:30	13		14				
05:45	0	0	0	1			1	17:45	21	76	11	47			123
06:00	1		0					18:00	21		13				
06:15	0		3					18:15	21		7				
06:30	2		6					18:30	14		9				
06:45	2	5	1	10			15	18:45	2	58	2	31			89
07:00	1		2					19:00	9		2				
07:15	6		2					19:15	13		4				
07:30	1		6					19:30	3		4				
07:45	8	16	11	21			37	19:45	4	29	7	17			46
08:00	4		15					20:00	0		2				
08:15	4		6					20:15	4		2				
08:30	6		6					20:30	4		2				
08:45	1	15	12	39			54	20:45	0	8	4	10			18
09:00	8		13					21:00	0		0				
09:15	8		12					21:15	1		0				
09:30	6		11					21:30	1		0				
09:45	4	26	12	48			74	21:45	3	5	0	0			5
10:00	7		8					22:00	0		0				
10:15	9		8					22:15	0		0				
10:30	6		15					22:30	0		2				
10:45	8	30	11	42			72	22:45	0	0	2	4			4
11:00	7		4					23:00	0		0				
11:15	9		6					23:15	0		0				
11:30	12		6					23:30	0		0				
11:45	7	35	9	25			60	23:45	0	0	0	0			
Total Vol.		127		190			**317**			415		358			**773**

Daily Totals

NB	SB	EB	WB	Combined
542	548			**1090**

	AM			PM		
Split %	40.1%	59.9%	**29.1%**	53.7%	46.3%	**70.9%**
Peak Hour	11:15	08:45	**09:00**	17:15	14:45	**15:00**
Volume	43	48	**74**	78	78	**136**
P.H.F.	0.72	0.92	**0.88**	0.85	0.67	**0.77**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Existing Driveway Counts

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Wadsworth Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACWAESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

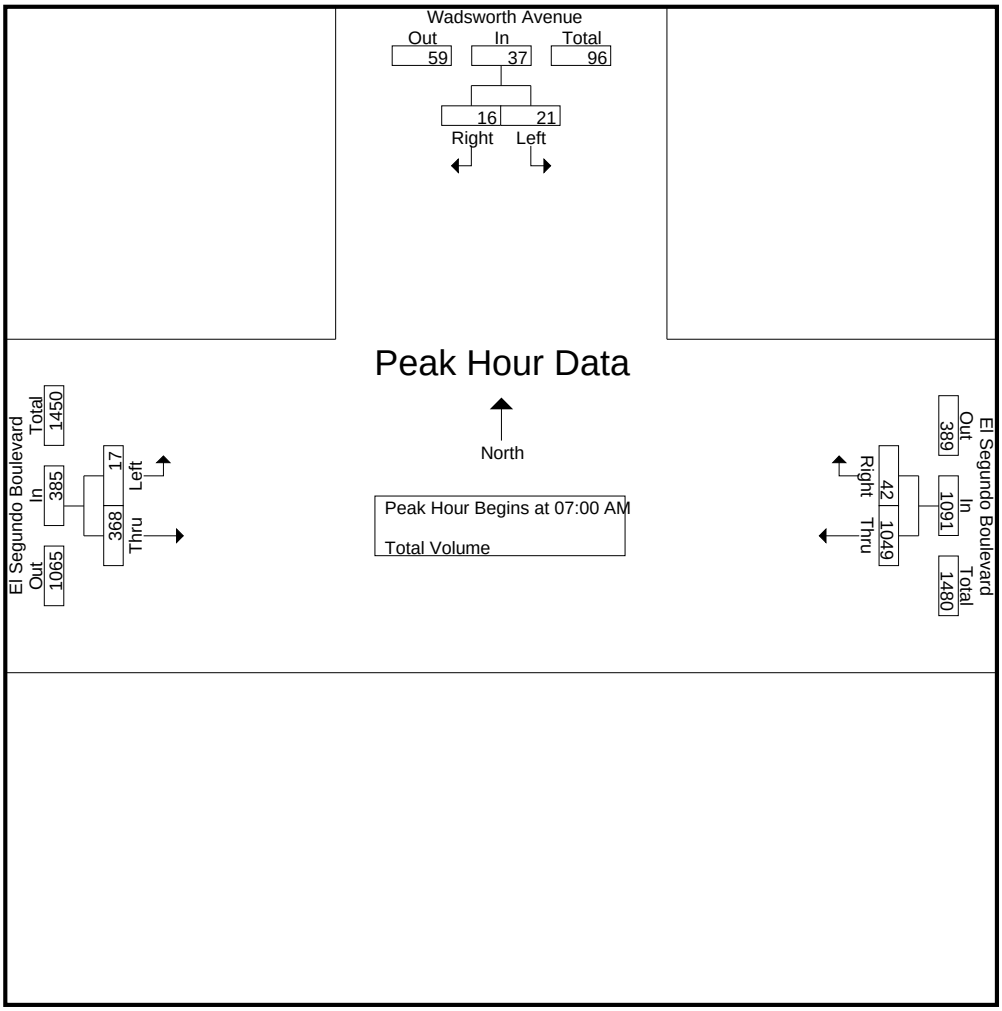
	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
07:00 AM	6	4	10	218	12	230	7	81	88	328
07:15 AM	3	6	9	253	12	265	1	92	93	367
07:30 AM	4	6	10	320	7	327	6	96	102	439
07:45 AM	8	0	8	258	11	269	3	99	102	379
Total	21	16	37	1049	42	1091	17	368	385	1513
08:00 AM	10	5	15	203	7	210	5	98	103	328
08:15 AM	9	9	18	180	5	185	5	95	100	303
08:30 AM	5	6	11	164	9	173	6	96	102	286
08:45 AM	7	5	12	152	8	160	2	82	84	256
Total	31	25	56	699	29	728	18	371	389	1173
Grand Total	52	41	93	1748	71	1819	35	739	774	2686
Apprch %	55.9	44.1		96.1	3.9		4.5	95.5		
Total %	1.9	1.5	3.5	65.1	2.6	67.7	1.3	27.5	28.8	

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	6	4	**10**	218	**12**	230	**7**	81	88	328
07:15 AM	3	**6**	9	253	12	265	1	92	93	367
07:30 AM	4	6	10	**320**	7	**327**	6	96	**102**	**439**
07:45 AM	**8**	0	8	258	11	269	3	**99**	102	379
Total Volume	21	16	37	1049	42	1091	17	368	385	1513
% App. Total	56.8	43.2		96.2	3.8		4.4	95.6		
PHF	.656	.667	.925	.820	.875	.834	.607	.929	.944	.862

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Wadsworth Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACWAESAM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM			07:00 AM			07:30 AM		
+0 mins.	**10**	5	15	218	**12**	230	**6**	96	102
+15 mins.	9	**9**	**18**	253	12	265	3	**99**	102
+30 mins.	5	6	11	**320**	7	**327**	5	98	**103**
+45 mins.	7	5	12	258	11	269	5	95	100
Total Volume	31	25	56	1049	42	1091	19	388	407
% App. Total	55.4	44.6		96.2	3.8		4.7	95.3	
PHF	.775	.694	.778	.820	.875	.834	.792	.980	.988

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Wadsworth Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACWAESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 1

Groups Printed- Total Volume

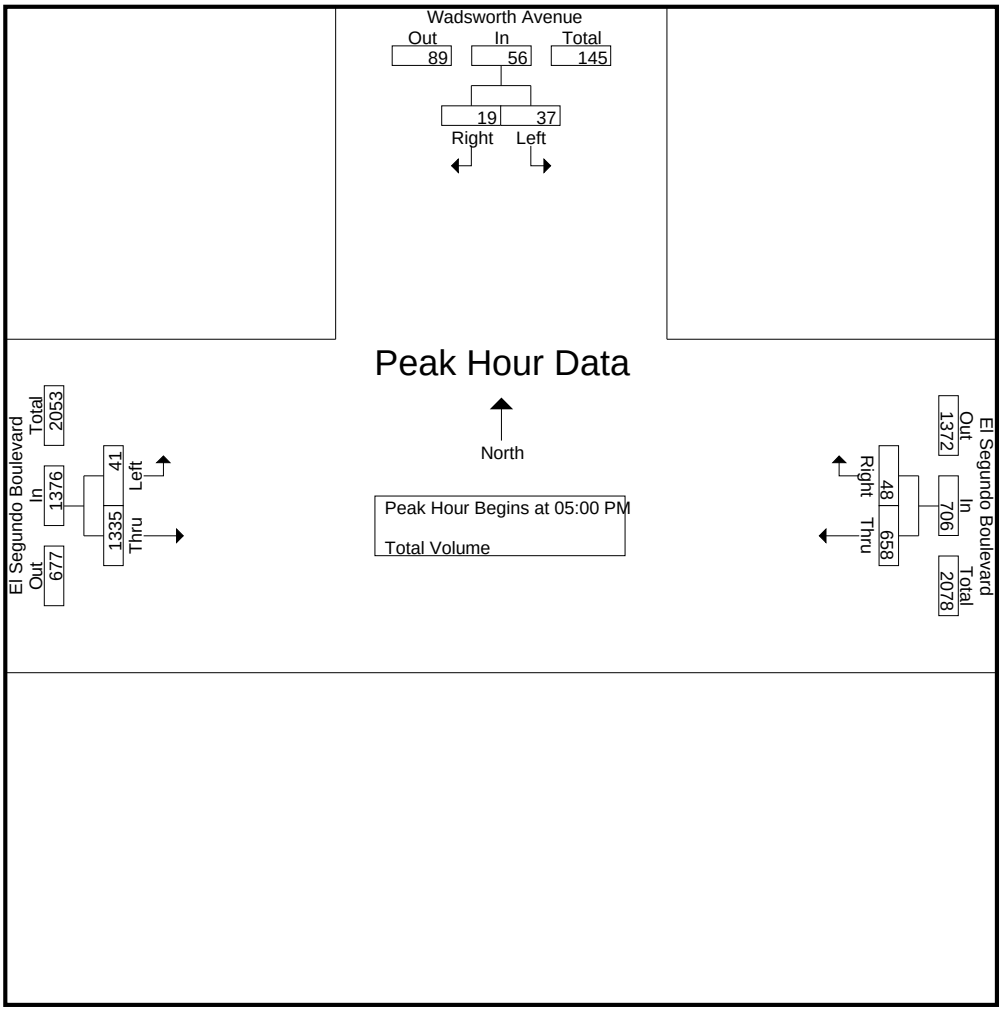
	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	5	2	7	175	4	179	2	317	319	505
04:15 PM	5	5	10	155	3	158	2	287	289	457
04:30 PM	5	6	11	172	5	177	9	327	336	524
04:45 PM	5	2	7	152	9	161	10	324	334	502
Total	20	15	35	654	21	675	23	1255	1278	1988
05:00 PM	6	3	9	170	7	177	9	339	348	534
05:15 PM	7	7	14	158	11	169	12	336	348	531
05:30 PM	16	4	20	176	16	192	9	339	348	560
05:45 PM	8	5	13	154	14	168	11	321	332	513
Total	37	19	56	658	48	706	41	1335	1376	2138
Grand Total	57	34	91	1312	69	1381	64	2590	2654	4126
Apprch %	62.6	37.4		95	5		2.4	97.6		
Total %	1.4	0.8	2.2	31.8	1.7	33.5	1.6	62.8	64.3	

	Wadsworth Avenue Southbound			El Segundo Boulevard Westbound			El Segundo Boulevard Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	6	3	9	170	7	177	9	**339**	**348**	534
05:15 PM	7	**7**	14	158	11	169	**12**	336	348	531
05:30 PM	**16**	4	**20**	**176**	**16**	**192**	9	339	348	**560**
05:45 PM	8	5	13	154	14	168	11	321	332	513
Total Volume	37	19	56	658	48	706	41	1335	1376	2138
% App. Total	66.1	33.9		93.2	6.8		3	97		
PHF	.578	.679	.700	.935	.750	.919	.854	.985	.989	.954

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Los Angeles
N/S: Wadsworth Avenue
E/W: El Segundo Boulevard
Weather: Clear

File Name : LACWAESPM
Site Code : 12214167
Start Date : 4/22/2014
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:45 PM		
+0 mins.	6	3	9	170	7	177	10	324	334
+15 mins.	7	**7**	14	158	11	169	9	**339**	**348**
+30 mins.	**16**	4	**20**	**176**	**16**	**192**	**12**	336	348
+45 mins.	8	5	13	154	14	168	9	339	348
Total Volume	37	19	56	658	48	706	40	1338	1378
% App. Total	66.1	33.9		93.2	6.8		2.9	97.1	
PHF	.578	.679	.700	.935	.750	.919	.833	.987	.990

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-002 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

AM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Earvin Magic Johnson Park Dwy n/o 126th St			Earvin Magic Johnson Park Dwy n/o 126th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	0	0	0	1	0	
7:00 AM	0	0	13	1	0	0	0	0	0	2	0	4	20
7:15 AM	0	0	3	7	0	0	0	0	0	2	0	4	16
7:30 AM	0	0	4	3	0	0	0	0	0	1	0	5	13
7:45 AM	0	0	3	4	0	0	0	0	0	2	0	6	15
8:00 AM	0	0	5	3	0	0	0	0	0	4	0	7	19
8:15 AM	0	0	4	6	0	0	0	0	0	1	0	5	16
8:30 AM	0	0	9	5	0	0	0	0	0	6	0	5	25
8:45 AM	0	0	6	6	0	0	0	0	0	5	0	1	18
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	47	35	0	0	0	0	0	23	0	37	142
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	38.33%	0.00%	61.67%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	24	20	0	0	0	0	0	16	0	18	78
PEAK HR FACTOR :		0.667			0.833			0.000			0.773		0.780

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-002 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

PM

NS/EW Streets:	Avalon Blvd			Avalon Blvd			Earvin Magic Johnson Park Dwy n/o 126th St			Earvin Magic Johnson Park Dwy n/o 126th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	0	0	0	0	1	0	
4:00 PM	0	0	4	4	0	0	0	0	0	2	0	7	17
4:15 PM	0	0	6	5	0	0	0	0	0	2	0	9	22
4:30 PM	0	0	10	1	0	0	0	0	0	0	0	6	17
4:45 PM	0	0	7	6	0	0	0	0	0	2	0	6	21
5:00 PM	0	0	9	4	0	0	0	0	0	3	0	11	27
5:15 PM	0	0	6	2	0	0	0	0	0	2	0	5	15
5:30 PM	0	0	6	4	0	0	0	0	0	2	0	6	18
5:45 PM	0	0	12	13	0	0	0	0	0	3	0	7	35
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	60	39	0	0	0	0	0	16	0	57	172
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	21.92%	0.00%	78.08%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	33	23	0	0	0	0	0	10	0	29	95
PEAK HR FACTOR :		0.688			0.442			0.000			0.696		0.679

CONTROL : No Control

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Avalon Blvd and Earvin Magic Johnson Park Dwy n/o 126th St , Los Angeles

Date: 3/31/2015

Day: Tuesday

Project #: 15-5187-002

City: Los Angeles

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Earvin Magic Johnson Park
Dwy n/o 126th St

Avalon Blvd

Peak Hour Summary

Southbound Approach

Lanes	0	2	0		
AM	0	0	20	18	AM
NOON	0	0	0	0	NOON
PM	0	0	23	29	PM

Eastbound Approach

Lanes	AM	NOON	PM
	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
0	18	0	29
1	0	0	0
0	16	0	10
	44	0	56

CONTROL

No Control

Northbound Approach

AM	16	0	0	24	AM
NOON	0	0	0	0	NOON
PM	10	0	0	33	PM
		0	2	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	20	18	AM
	0	0	NOON
	23	29	PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	34	0	39
0	0	0	44	0	56
			AM	NOON	PM

	South Leg	
AM	16	24
NOON	0	0
PM	10	33

Total Volume Per Leg

	North Leg
	38 AM
	0 NOON
	52 PM

West Leg			East Leg		
AM	NOON	PM			
0	0	0	78	0	95
			AM	NOON	PM

	South Leg
AM	40
NOON	0
PM	43

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-003 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

AM

NS/EW Streets:	Earvin Magic Johnson Park Dwy e/o Wadsworth Ave			Earvin Magic Johnson Park Dwy e/o Wadsworth Ave			120th St			120th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
7:00 AM	1	0	1	0	0	0	0	0	2	4	0	0	8
7:15 AM	3	0	0	0	0	0	0	0	1	2	0	0	6
7:30 AM	1	0	2	0	0	0	0	0	1	5	0	0	9
7:45 AM	4	0	2	0	0	0	0	0	1	4	0	0	11
8:00 AM	1	0	4	0	0	0	0	0	2	2	0	0	9
8:15 AM	0	0	2	0	0	0	0	0	2	4	0	0	8
8:30 AM	1	0	3	0	0	0	0	0	5	3	0	0	12
8:45 AM	0	0	2	0	0	0	0	0	3	4	0	0	9
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	11	0	16	0	0	0	0	0	17	28	0	0	72
APPROACH %'s :	40.74%	0.00%	59.26%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	6	0	11	0	0	0	0	0	10	13	0	0	40
PEAK HR FACTOR :	0.708			0.000			0.500			0.813			0.833

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-5187-003 **Day:** Tuesday

City: Los Angeles **Date:** 3/31/2015

PM

NS/EW Streets:	Earvin Magic Johnson Park Dwy e/o Wadsworth Ave			Earvin Magic Johnson Park Dwy e/o Wadsworth Ave			120th St			120th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	0	0	0	1	0	0	1	0	
4:00 PM	1	0	0	0	0	0	0	0	3	2	0	0	6
4:15 PM	1	0	1	0	0	0	0	0	3	2	0	0	7
4:30 PM	2	0	5	0	0	0	0	0	4	0	0	0	11
4:45 PM	4	0	3	0	0	0	0	0	4	4	0	0	15
5:00 PM	4	0	4	0	0	0	0	0	0	4	0	0	12
5:15 PM	1	0	1	0	0	0	0	0	3	3	0	0	8
5:30 PM	2	0	2	0	0	0	0	0	3	3	0	0	10
5:45 PM	5	0	2	0	0	0	0	0	5	7	0	0	19
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	0	18	0	0	0	0	0	25	25	0	0	88
APPROACH %'s :	52.63%	0.00%	47.37%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	12	0	9	0	0	0	0	0	11	17	0	0	49
PEAK HR FACTOR :	0.656			0.000			0.550			0.607			0.645

CONTROL : No Control

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Earvin Magic Johnson Park Dwy e/o Wadsworth Ave and 120th St , Los Angeles

Date: 3/31/2015

Day: Tuesday

Project #: 15-5187-003

City: Los Angeles

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Earvin Magic Johnson Park Dwy e/o Wadsworth Ave)

	Lanes 0	0	0		
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Eastbound Approach (120th St)

	AM	NOON	PM
	6	0	12
0	0	0	0
1	0	0	0
0	10	0	11
Lanes	AM	NOON	PM

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
0	0	0	1
13	0	17	0
11	0	9	
AM	NOON	PM	

CONTROL: No Control

Northbound Approach

AM	23	6	0	11	AM
NOON	0	0	0	0	NOON
PM	28	12	0	9	PM
		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
6	0	12	13	0	17
10	0	11	11	0	9

	South Leg	
AM	23	17
NOON	0	0
PM	28	21

Total Volume Per Leg

	North Leg
AM	0
NOON	0
PM	0

West Leg AM	NOON	PM	East Leg AM	NOON	PM
16	0	23	24	0	26

	South Leg
AM	40
NOON	0
PM	49

APPENDIX D

Existing Plus Project Conditions ICU and HCM Analysis Worksheets

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

Scenario Report

Scenario:	exp am
Command:	exp am
Volume:	exp am
Geometry:	exp am
Impact Fee:	Default Impact Fee
Trip Generation:	am
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	exp am

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	E	xxxxx	0.918	E	xxxxx	0.923	+ 0.005
# 2 I-110 NB Ramps / El Segundo Bl	C	xxxxx	0.709	C	xxxxx	0.720	+ 0.011
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.802	D	xxxxx	0.805	+ 0.003
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.521	A	xxxxx	0.524	+ 0.003
# 5 Main St / El Segundo Blvd	A	xxxxx	0.560	A	xxxxx	0.563	+ 0.003
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.491	A	xxxxx	0.494	+ 0.003
# 7 Avalon Blvd / El Segundo Blvd	A	xxxxx	0.579	B	xxxxx	0.606	+ 0.027
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.226	A	xxxxx	0.379	+ 0.153
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.719	C	xxxxx	0.740	+ 0.022
# 12 Avalon Blvd / 120th St	B	xxxxx	0.632	B	xxxxx	0.638	+ 0.006
# 14 Central Ave / 120th St	D	xxxxx	0.851	D	xxxxx	0.861	+ 0.009
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.710	C	xxxxx	0.715	+ 0.005
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.722	C	xxxxx	0.723	+ 0.001

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		477	1	742		0	531	446		311	1364	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		477	1	742		0	531	446		311	1364	0	
Added Vol:	0	0	0		9	0	0		0	7	0		4	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		486	1	742		0	538	446		315	1367	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	0	0	0		547	1	835		0	605	502		354	1538	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		547	1	835		0	605	502		354	1538	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		547	1	835		0	605	502		354	1538	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.18	0.01	1.81		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1898	4	2898		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.29	0.29	0.29		0.00	0.19	0.31		0.22	0.32	0.00	
Crit Moves:					****						****		****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.720
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	634	0	187		0	0	0		0	756	258		127	1045	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	634	0	187		0	0	0		0	756	258		127	1045	0	
Added Vol:	0	0	9		0	0	0		0	16	0		4	7	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	634	0	196		0	0	0		0	772	258		131	1052	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	675	0	209		0	0	0		0	822	275		140	1120	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	675	0	209		0	0	0		0	822	275		140	1120	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	675	0	209		0	0	0		0	822	275		140	1120	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.53	0.00	0.47		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2444	0	756		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.00	0.28		0.00	0.00	0.00		0.00	0.26	0.17		0.09	0.23	0.00	
OvlAdjV/S:											0.00					
Crit Moves:	****									****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	116	361	54		89	363	142		135	913	335		93	1320	127	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	116	361	54		89	363	142		135	913	335		93	1320	127	
Added Vol:	0	0	0		1	0	0		0	25	0		0	10	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	361	54		90	363	142		135	938	335		93	1330	128	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81		0.81	0.81	0.81	
PHF Volume:	143	443	66		111	446	174		166	1152	412		114	1634	157	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	443	66		111	446	174		166	1152	412		114	1634	157	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	143	443	66		111	446	174		166	1152	412		114	1634	157	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4379	421	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.14	0.04		0.07	0.14	0.11		0.10	0.36	0.26		0.07	0.37	0.37	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	207	17		36	221	92		50	528	96		94	1027	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	69	207	17		36	221	92		50	528	96		94	1027	59	
Added Vol:	0	0	0		3	0	0		0	27	0		0	11	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	69	207	17		39	221	92		50	555	96		94	1038	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	79	236	19		44	252	105		57	632	109		107	1182	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	79	236	19		44	252	105		57	632	109		107	1182	68	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	79	236	19		44	252	105		57	632	109		107	1182	68	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.56	0.44		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4092	708		1600	4538	262	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.07	0.01		0.03	0.08	0.07		0.04	0.15	0.15		0.07	0.26	0.26	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	71	228	26		78	234	98		58	395	77		79	1023	65	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	71	228	26		78	234	98		58	395	77		79	1023	65	
Added Vol:	0	0	3		3	0	0		0	30	0		1	12	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	228	29		81	234	98		58	425	77		80	1035	66	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	80	255	32		91	262	110		65	476	86		90	1159	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	255	32		91	262	110		65	476	86		90	1159	74	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	80	255	32		91	262	110		65	476	86		90	1159	74	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.41	0.59		1.00	2.54	0.46		1.00	2.82	0.18	
Final Sat.:	1600	3200	1600		1600	2255	945		1600	4064	736		1600	4512	288	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.02		0.06	0.12	0.12		0.04	0.12	0.12		0.06	0.26	0.26	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.494
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	86	121	24		46	124	130		56	324	50		29	856	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	86	121	24		46	124	130		56	324	50		29	856	34	
Added Vol:	0	0	3		3	0	0		0	36	0		1	14	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	86	121	27		49	124	130		56	360	50		30	870	35	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	96	134	30		54	138	144		62	400	56		33	967	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	96	134	30		54	138	144		62	400	56		33	967	39	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	96	134	30		54	138	144		62	400	56		33	967	39	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.64	0.36		1.00	1.00	1.00		1.00	2.63	0.37		1.00	2.88	0.12	
Final Sat.:	1600	2616	584		1600	1600	1600		1600	4215	585		1600	4614	186	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.05	0.05		0.03	0.09	0.09		0.04	0.09	0.09		0.02	0.21	0.21	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	63	394	79		92	427	107		107	285	71		101	828	124	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	63	394	79		92	427	107		107	285	71		101	828	124	
Added Vol:	0	2	10		14	1	3		5	36	0		4	14	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	63	396	89		106	428	110		112	321	71		105	842	129	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	69	433	97		116	468	120		123	351	78		115	921	141	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	433	97		116	468	120		123	351	78		115	921	141	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	69	433	97		116	468	120		123	351	78		115	921	141	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.46	0.54		1.00	2.60	0.40	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3931	869		1600	4162	638	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.14	0.06		0.07	0.15	0.08		0.08	0.09	0.09		0.07	0.22	0.22	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	24	0	14		0	0	0		0	406	20		11	961	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	24	0	14		0	0	0		0	406	20		11	961	0	
Added Vol:	0	3	0		18	2	19		32	28	0		0	3	32	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	24	3	14		18	2	19		32	434	20		11	964	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	25	3	15		19	2	20		34	458	21		12	1018	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	3	15		19	2	20		34	458	21		12	1018	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	25	3	15		19	2	20		34	458	21		12	1018	34	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.59	0.07	0.34		0.90	0.10	1.00		1.00	2.87	0.13		1.00	2.90	0.10	
Final Sat.:	937	117	546		1440	160	1600		1600	4589	211		1600	4646	154	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.03		0.01	0.01	0.01		0.02	0.10	0.10		0.01	0.22	0.22	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	128	519	89		46	476	188		118	274	47		107	881	67	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	128	519	89		46	476	188		118	274	47		107	881	67	
Added Vol:	15	0	0		0	0	31		10	6	6		0	15	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	143	519	89		46	476	219		128	280	53		107	896	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	153	556	95		49	510	234		137	300	57		115	959	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	556	95		49	510	234		137	300	57		115	959	72	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	153	556	95		49	510	234		137	300	57		115	959	72	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.17	0.06		0.03	0.16	0.15		0.09	0.09	0.04		0.07	0.30	0.04	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	45	432	105		59	544	44		60	237	47		123	341	81	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	432	105		59	544	44		60	237	47		123	341	81	
Added Vol:	2	3	4		3	8	0		0	3	6		6	2	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	47	435	109		62	552	44		60	240	53		129	343	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87		0.87	0.87	0.87	
PHF Volume:	54	501	125		71	635	51		69	276	61		148	395	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	501	125		71	635	51		69	276	61		148	395	96	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	54	501	125		71	635	51		69	276	61		148	395	96	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.85	0.15		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	2964	236		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.16	0.08		0.04	0.21	0.21		0.04	0.17	0.04		0.09	0.25	0.06	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	63	611	78	158	576	80	108	301	27	88	401	137				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	63	611	78	158	576	80	108	301	27	88	401	137				
Added Vol:	0	8	2	0	24	9	5	2	0	6	3	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	63	619	80	158	600	89	113	303	27	94	404	137				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81				
PHF Volume:	78	765	99	195	742	110	140	375	33	116	499	169				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	78	765	99	195	742	110	140	375	33	116	499	169				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	78	765	99	195	742	110	140	375	33	116	499	169				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.84	0.16	1.00	1.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2938	262	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.06	0.12	0.23	0.07	0.09	0.13	0.13	0.07	0.31	0.11				
Crit Moves:		****		****			****				****					

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.715
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	647	321	501	553	0	546	1	351	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	647	321	501	553	0	546	1	351	0	0	0				
Added Vol:	0	10	4	0	23	0	0	0	10	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	657	325	501	576	0	546	1	361	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92				
PHF Volume:	0	713	353	544	625	0	593	1	392	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	713	353	544	625	0	593	1	392	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	713	353	544	625	0	593	1	392	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.80	0.01	1.19	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2886	5	1908	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.22	0.19	0.20	0.00	0.21	0.21	0.21	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	288	903	0	0	891	597	0	0	0	165	0	358				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	288	903	0	0	891	597	0	0	0	165	0	358				
Added Vol:	4	5	0	0	13	0	0	0	0	10	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	292	908	0	0	904	597	0	0	0	175	0	358				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	310	965	0	0	961	634	0	0	0	186	0	380				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	310	965	0	0	961	634	0	0	0	186	0	380				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	310	965	0	0	961	634	0	0	0	186	0	380				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.30	0.00	0.00	0.30	0.40	0.00	0.00	0.00	0.12	0.00	0.12				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

Scenario Report

Scenario:	exp pm
Command:	exp pm
Volume:	exp pm
Geometry:	exp pm
Impact Fee:	Default Impact Fee
Trip Generation:	pm
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	exp pm

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	C	xxxxx	0.759	C	xxxxx	0.779	+ 0.021
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.810	D	xxxxx	0.843	+ 0.033
# 3 Figueroa St / El Segundo Blvd	B	xxxxx	0.697	C	xxxxx	0.721	+ 0.024
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.529	A	xxxxx	0.549	+ 0.021
# 5 Main St / El Segundo Blvd	B	xxxxx	0.608	B	xxxxx	0.634	+ 0.027
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.536	A	xxxxx	0.570	+ 0.034
# 7 Avalon Blvd / El Segundo Blvd	C	xxxxx	0.732	C	xxxxx	0.784	+ 0.052
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.459	A	xxxxx	0.525	+ 0.066
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.779	C	xxxxx	0.789	+ 0.010
# 12 Avalon Blvd / 120th St	B	xxxxx	0.660	B	xxxxx	0.696	+ 0.036
# 14 Central Ave / 120th St	B	xxxxx	0.615	B	xxxxx	0.629	+ 0.014
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.717	C	xxxxx	0.735	+ 0.018
# 16 Central Ave / I-105 WB Ramps	B	xxxxx	0.687	C	xxxxx	0.709	+ 0.022

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	0	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		416	0	368		0	1201	599		183	706	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		416	0	368		0	1201	599		183	706	0	
Added Vol:	0	0	0		24	0	0		0	20	0		18	15	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		440	0	368		0	1221	599		201	721	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	0	0	0		444	0	371		0	1232	604		203	728	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		444	0	371		0	1232	604		203	728	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		444	0	371		0	1232	604		203	728	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.63	0.01	1.36		0.00	2.01	0.99		1.00	3.00	0.00	
Final Sat.:	0	0	0		2614	0	2186		0	3220	1580		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.17		0.00	0.38	0.38		0.13	0.15	0.00	
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.843
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	258	0	225		0	0	0		0	1211	436		269	656	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	258	0	225		0	0	0		0	1211	436		269	656	0	
Added Vol:	0	0	24		0	0	0		0	43	0		18	34	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	258	0	249		0	0	0		0	1254	436		287	690	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	263	0	254		0	0	0		0	1277	444		292	703	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	263	0	254		0	0	0		0	1277	444		292	703	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	263	0	254		0	0	0		0	1277	444		292	703	0	
OvlAdjVol:											186					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.02	xxxx	0.98		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	1628	0	1572		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.16		0.00	0.00	0.00		0.00	0.40	0.28		0.18	0.15	0.00	
OvlAdjV/S:											0.12					
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.721
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	160	502	137		77	291	90		122	1137	136		36	726	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	160	502	137		77	291	90		122	1137	136		36	726	96	
Added Vol:	0	0	0		4	0	0		0	67	0		0	52	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	160	502	137		81	291	90		122	1204	136		36	778	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	164	514	140		83	298	92		125	1234	139		37	797	101	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	164	514	140		83	298	92		125	1234	139		37	797	101	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	164	514	140		83	298	92		125	1234	139		37	797	101	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.66	0.34	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4258	542	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.16	0.09		0.05	0.09	0.06		0.08	0.39	0.09		0.02	0.19	0.19	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	103	297	111		78	151	72		103	1182	40		23	677	82	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	103	297	111		78	151	72		103	1182	40		23	677	82	
Added Vol:	0	0	0		8	0	0		0	71	0		0	55	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	103	297	111		86	151	72		103	1253	40		23	732	88	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	108	310	116		90	158	75		108	1308	42		24	764	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	108	310	116		90	158	75		108	1308	42		24	764	92	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	108	310	116		90	158	75		108	1308	42		24	764	92	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.91	0.09		1.00	2.68	0.32	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4652	148		1600	4285	515	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.10	0.07		0.06	0.05	0.05		0.07	0.28	0.28		0.02	0.18	0.18	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	104	377	90	98	175	52	109	1227	60	52	597	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	104	377	90	98	175	52	109	1227	60	52	597	50				
Added Vol:	0	0	8	8	0	0	0	79	0	6	61	6				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	104	377	98	106	175	52	109	1306	60	58	658	56				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	110	399	104	112	185	55	115	1382	63	61	696	59				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	110	399	104	112	185	55	115	1382	63	61	696	59				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	110	399	104	112	185	55	115	1382	63	61	696	59				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	2.87	0.13	1.00	2.76	0.24				
Final Sat.:	1600	3200	1600	1600	2467	733	1600	4589	211	1600	4424	376				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.12	0.06	0.07	0.08	0.08	0.07	0.30	0.30	0.04	0.16	0.16				
Crit Moves:		****		****				****		****						

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	77	208	44	64	142	80	105	1266	72	27	575	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	77	208	44	64	142	80	105	1266	72	27	575	74				
Added Vol:	0	0	8	8	0	0	0	95	0	6	73	6				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	77	208	52	72	142	80	105	1361	72	33	648	80				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	81	220	55	76	150	84	111	1437	76	35	684	84				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	81	220	55	76	150	84	111	1437	76	35	684	84				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	81	220	55	76	150	84	111	1437	76	35	684	84				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.60	0.40	1.00	1.28	0.72	1.00	2.85	0.15	1.00	2.67	0.33				
Final Sat.:	1600	2560	640	1600	2047	1153	1600	4559	241	1600	4273	527				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.09	0.05	0.07	0.07	0.07	0.32	0.32	0.02	0.16	0.16				
Crit Moves:		****		****				****		****						

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	5	10	10	5	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	115	614	148	149	440	80	119	1133	113	102	486	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	614	148	149	440	80	119	1133	113	102	486	109
Added Vol:	0	8	24	28	5	15	23	88	0	19	71	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	622	172	177	445	95	142	1221	113	121	557	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	119	646	179	184	462	99	147	1268	117	126	578	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	646	179	184	462	99	147	1268	117	126	578	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	646	179	184	462	99	147	1268	117	126	578	138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25	1.00	2.42	0.58
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4393	407	1600	3875	925
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.11	0.11	0.14	0.06	0.09	0.29	0.29	0.08	0.15	0.15
Crit Moves:		****		****				****		****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	13	0	13	0	0	0	0	1464	48	19	678	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	0	13	0	0	0	0	1464	48	19	678	0
Added Vol:	0	12	0	88	8	89	135	4	0	0	25	134
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	12	13	88	8	89	135	1468	48	19	703	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	14	13	14	92	8	93	141	1534	50	20	735	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	13	14	92	8	93	141	1534	50	20	735	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	13	14	92	8	93	141	1534	50	20	735	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.32	0.34	0.92	0.08	1.00	1.00	2.91	0.09	1.00	2.52	0.48
Final Sat.:	547	505	547	1467	133	1600	1600	4648	152	1600	4032	768
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.06	0.06	0.09	0.33	0.33	0.01	0.18	0.18
Crit Moves:		****		****				****		****		

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	92	592	180		162	618	125		229	994	155		116	460	74	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	92	592	180		162	618	125		229	994	155		116	460	74	
Added Vol:	39	0	0		0	0	60		53	31	31		0	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	131	592	180		162	618	185		282	1025	186		116	499	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	133	600	183		164	627	188		286	1040	189		118	506	75	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	133	600	183		164	627	188		286	1040	189		118	506	75	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	133	600	183		164	627	188		286	1040	189		118	506	75	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.19	0.11		0.10	0.20	0.12		0.18	0.32	0.12		0.07	0.16	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.696
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	61	637	114		88	463	29		85	361	60		99	357	70	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	637	114		88	463	29		85	361	60		99	357	70	
Added Vol:	11	14	20		12	16	0		0	12	12		24	8	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	72	651	134		100	479	29		85	373	72		123	365	78	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	74	673	139		103	495	30		88	386	74		127	377	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	673	139		103	495	30		88	386	74		127	377	81	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	74	673	139		103	495	30		88	386	74		127	377	81	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.89	0.11		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3017	183		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.21	0.09		0.06	0.16	0.16		0.05	0.24	0.05		0.08	0.24	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	63	755	91	162	768	112	123	358	80	54	202	138				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	63	755	91	162	768	112	123	358	80	54	202	138				
Added Vol:	0	43	11	0	48	39	26	8	0	12	12	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	63	798	102	162	816	151	149	366	80	66	214	138				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	64	809	103	164	828	153	151	371	81	67	217	140				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	64	809	103	164	828	153	151	371	81	67	217	140				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	64	809	103	164	828	153	151	371	81	67	217	140				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.64	0.36	1.00	1.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2626	574	1600	1600	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.25	0.06	0.10	0.26	0.10	0.09	0.14	0.14	0.04	0.14	0.09				
Crit Moves:	****				****		****				****					

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	756	337	440	736	0	507	222	395	0	0	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	756	337	440	736	0	507	222	395	0	0	0				
Added Vol:	0	49	19	0	59	0	0	0	28	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	805	356	440	795	0	507	222	423	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	0	831	367	454	820	0	523	229	437	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	831	367	454	820	0	523	229	437	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	831	367	454	820	0	523	229	437	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.32	0.58	1.10	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2112	925	1763	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.23	0.16	0.26	0.00	0.25	0.25	0.25	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	304	939	0	0	910	417	0	0	0	276	0	569				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	304	939	0	0	910	417	0	0	0	276	0	569				
Added Vol:	21	27	0	0	35	0	0	0	0	24	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	325	966	0	0	945	417	0	0	0	300	0	569				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	336	998	0	0	976	431	0	0	0	310	0	588				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	336	998	0	0	976	431	0	0	0	310	0	588				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	336	998	0	0	976	431	0	0	0	310	0	588				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.03	0.01	1.96				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1657	0	3143				
Capacity Analysis Module:																
Vol/Sat:	0.12	0.31	0.00	0.00	0.31	0.27	0.00	0.00	0.00	0.19	0.00	0.19				
Crit Moves:	****				****					****						

Unsignalized Intersections (HCM)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	439	7	7	1107	33	14	0	7	7	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	33	493	8	8	1244	37	16	0	8	8	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1281			501			993	1859	168	1508	1844	433
vC1, stage 1 conf vol							562	562		1278	1278	
vC2, stage 2 conf vol							430	1297		230	566	
vCu, unblocked vol	1281			501			993	1859	168	1508	1844	433
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			99			96	100	99	95	100	99
cM capacity (veh/h)	538			1059			376	183	846	168	211	571

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	156	247	131	319	622	348	24	11
Volume Left	33	0	0	8	0	0	16	8
Volume Right	0	0	8	0	0	37	8	3
cSH	538	1700	1700	1059	1700	1700	462	213
Volume to Capacity	0.06	0.15	0.08	0.01	0.37	0.20	0.05	0.05
Queue Length 95th (ft)	5	0	0	1	0	0	4	4
Control Delay (s)	3.2	0.0	0.0	0.3	0.0	0.0	13.2	22.8
Lane LOS	A			A			B	C
Approach Delay (s)	0.9			0.1			13.2	22.8
Approach LOS							B	C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	261	7	7	321	5	4	1	4	15	1	18
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	275	7	7	338	5	4	1	4	16	1	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	343			282			647	649	278	651	650	341
vC1, stage 1 conf vol							291	291		355	355	
vC2, stage 2 conf vol							356	358		296	295	
vCu, unblocked vol	343			282			647	649	278	651	650	341
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	99	97	100	97
cM capacity (veh/h)	1216			1280			554	541	760	566	542	706

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	288	351	9	36
Volume Left	6	7	4	16
Volume Right	7	5	4	19
cSH	1216	1280	628	632
Volume to Capacity	0.01	0.01	0.02	0.06
Queue Length 95th (ft)	0	0	1	4
Control Delay (s)	0.2	0.2	10.8	11.0
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.2	10.8	11.0
Approach LOS			B	B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	3	3	631	5	5	641
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	3	3	693	5	5	704
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1059	349			699	
vC1, stage 1 conf vol	696					
vC2, stage 2 conf vol	363					
vCu, unblocked vol	1059	349			699	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	409	647			894	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	7	462	237	240	470
Volume Left	3	0	0	5	0
Volume Right	3	0	5	0	0
cSH	501	1700	1700	894	1700
Volume to Capacity	0.01	0.27	0.14	0.01	0.28
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	12.3	0.0	0.0	0.3	0.0
Lane LOS	B			A	
Approach Delay (s)	12.3	0.0		0.1	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	1493	12	6	848	7	6	0	9	29	1	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	9	1539	12	6	874	7	6	0	9	30	1	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	881			1552			1868	2458	519	1422	2460	295
vC1, stage 1 conf vol							1564	1564		890	890	
vC2, stage 2 conf vol							304	894		532	1570	
vCu, unblocked vol	881			1552			1868	2458	519	1422	2460	295
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			95	100	98	89	99	96
cM capacity (veh/h)	763			423			112	151	504	262	145	704

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	394	770	397	225	437	226	15	62
Volume Left	9	0	0	6	0	0	6	30
Volume Right	0	0	12	0	0	7	9	31
cSH	763	1700	1700	423	1700	1700	211	375
Volume to Capacity	0.01	0.45	0.23	0.01	0.26	0.13	0.07	0.17
Queue Length 95th (ft)	1	0	0	1	0	0	6	15
Control Delay (s)	0.4	0.0	0.0	0.6	0.0	0.0	23.4	16.5
Lane LOS	A			A			C	C
Approach Delay (s)	0.1			0.2			23.4	16.5
Approach LOS							C	C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	556	31	31	429	15	20	1	20	23	1	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	31	598	33	33	461	16	22	1	22	25	1	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	477			631			1213	1221	615	1235	1230	469
vC1, stage 1 conf vol							677	677		536	536	
vC2, stage 2 conf vol							537	544		699	694	
vCu, unblocked vol	477			631			1213	1221	615	1235	1230	469
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			96			94	100	96	92	100	97
cM capacity (veh/h)	1085			951			336	350	491	318	340	598

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	662	511	44	46
Volume Left	31	33	22	25
Volume Right	33	16	22	20
cSH	1085	951	398	402
Volume to Capacity	0.03	0.04	0.11	0.12
Queue Length 95th (ft)	2	3	9	10
Control Delay (s)	0.8	1.0	15.2	15.1
Lane LOS	A	A	C	C
Approach Delay (s)	0.8	1.0	15.2	15.1
Approach LOS			C	C

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	13	874	23	19	702
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	16	14	910	24	20	731
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1328	467			934	
vC1, stage 1 conf vol	922					
vC2, stage 2 conf vol	405					
vCu, unblocked vol	1328	467			934	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	98			97	
cM capacity (veh/h)	317	542			728	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	29	607	327	264	488
Volume Left	16	0	0	20	0
Volume Right	14	0	24	0	0
cSH	393	1700	1700	728	1700
Volume to Capacity	0.07	0.36	0.19	0.03	0.29
Queue Length 95th (ft)	6	0	0	2	0
Control Delay (s)	14.9	0.0	0.0	1.1	0.0
Lane LOS	B			A	
Approach Delay (s)	14.9	0.0		0.4	
Approach LOS	B				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX E

Year 2020 Cumulative Conditions
ICU and HCM Analysis Worksheets

Year 2020 Cumulative Conditions Without Project

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

Scenario Report

Scenario:	exc am
Command:	exc am
Volume:	exc am
Geometry:	future np am
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	exc am

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	E	xxxxx	0.979	E	xxxxx	0.991	+ 0.012
# 2 I-110 NB Ramps / El Segundo Bl	C	xxxxx	0.762	C	xxxxx	0.784	+ 0.022
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.852	D	xxxxx	0.860	+ 0.008
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.554	A	xxxxx	0.563	+ 0.009
# 5 Main St / El Segundo Blvd	A	xxxxx	0.597	B	xxxxx	0.606	+ 0.009
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.527	A	xxxxx	0.534	+ 0.008
# 7 Avalon Blvd / El Segundo Blvd	B	xxxxx	0.628	B	xxxxx	0.643	+ 0.015
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.357	A	xxxxx	0.390	+ 0.033
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.771	D	xxxxx	0.809	+ 0.037
# 12 Avalon Blvd / 120th St	B	xxxxx	0.672	B	xxxxx	0.684	+ 0.012
# 14 Central Ave / 120th St	C	xxxxx	0.727	D	xxxxx	0.838	+ 0.111
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.761	C	xxxxx	0.784	+ 0.023
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.775	C	xxxxx	0.790	+ 0.014

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.991
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0	1	0	1!	0	1	0	0	2 1	0	1	0	3 0 0
Volume Module:																
Base Vol:	0	0	0		477	1	742		0	531	446		311	1364	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	0	0		519	1	807		0	578	485		338	1483	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	0	0		11	0	0		0	12	0		14	7	0	
Initial Fut:	0	0	0		530	1	807		0	590	485		352	1490	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	0	0		589	1	897		0	655	539		391	1656	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		589	1	897		0	655	539		391	1656	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		589	1	897		0	655	539		391	1656	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.18	0.01	1.81		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1901	4	2895		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.31	0.31	0.31		0.00	0.20	0.34		0.24	0.35	0.00	
Crit Moves:						****					****		****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0	0	0	0	0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	634	0	187		0	0	0		0	756	258		127	1045	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	690	0	203		0	0	0		0	822	281		138	1137	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	0	18		0	0	0		0	23	0		12	21	0	
Initial Fut:	690	0	221		0	0	0		0	845	281		150	1158	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	733	0	235		0	0	0		0	899	298		160	1231	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	733	0	235		0	0	0		0	899	298		160	1231	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	733	0	235		0	0	0		0	899	298		160	1231	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.51	0.00	0.49		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2422	0	778		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.00	0.30		0.00	0.00	0.00		0.00	0.28	0.19		0.10	0.26	0.00	
OvlAdjV/S:											0.00					
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.860
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	116	361	54		89	363	142		135	913	335		93	1320	127	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	126	393	59		97	395	154		147	993	364		101	1436	138	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	0	0		0	0	0		0	41	0		0	33	0	
Initial Fut:	126	393	59		97	395	154		147	1034	364		101	1469	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	153	475	71		117	477	187		178	1250	441		122	1776	167	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	475	71		117	477	187		178	1250	441		122	1776	167	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	153	475	71		117	477	187		178	1250	441		122	1776	167	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4387	413	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.15	0.04		0.07	0.15	0.12		0.11	0.39	0.28		0.08	0.40	0.40	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	207	17		36	221	92		50	528	96		94	1027	59	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	75	225	18		39	240	100		54	574	104		102	1117	64	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	6	0		0	3	0		0	41	0		0	33	0	
Initial Fut:	75	231	18		39	243	100		54	615	104		102	1150	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	85	261	21		44	275	113		61	695	118		115	1298	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	261	21		44	275	113		61	695	118		115	1298	72	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	85	261	21		44	275	113		61	695	118		115	1298	72	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.56	0.44		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4104	696		1600	4546	254	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.01		0.03	0.09	0.07		0.04	0.17	0.17		0.07	0.29	0.29	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	71	228	26		78	234	98		58	395	77		79	1023	65	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	77	248	28		85	254	107		63	430	84		86	1113	71	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	6	0		0	3	0		0	41	0		0	33	0	
Initial Fut:	77	254	28		85	257	107		63	471	84		86	1146	71	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	86	282	31		94	286	119		70	523	93		96	1274	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	86	282	31		94	286	119		70	523	93		96	1274	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	86	282	31		94	286	119		70	523	93		96	1274	79	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.41	0.59		1.00	2.55	0.45		1.00	2.83	0.17	
Final Sat.:	1600	3200	1600		1600	2263	937		1600	4075	725		1600	4521	279	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.02		0.06	0.13	0.13		0.04	0.13	0.13		0.06	0.28	0.28	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	86	121	24		46	124	130		56	324	50		29	856	34	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	94	132	26		50	135	141		61	352	54		32	931	37	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	0	0		0	0	0		0	41	0		0	33	0	
Initial Fut:	94	132	26		50	135	141		61	393	54		32	964	37	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	103	145	29		55	149	156		67	434	60		35	1064	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	145	29		55	149	156		67	434	60		35	1064	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	145	29		55	149	156		67	434	60		35	1064	41	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.67	0.33		1.00	1.00	1.00		1.00	2.64	0.36		1.00	2.89	0.11	
Final Sat.:	1600	2670	530		1600	1600	1600		1600	4217	583		1600	4623	177	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.05	0.05		0.03	0.09	0.10		0.04	0.10	0.10		0.02	0.23	0.23	
Crit Moves:	****						****		****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	63	394	79		92	427	107		107	285	71		101	828	124	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	69	429	86		100	464	116		116	310	77		110	901	135	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	17	6		1	7	0		0	41	0		3	33	3	
Initial Fut:	69	446	92		101	471	116		116	351	77		113	934	138	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	75	485	100		110	513	127		127	382	84		123	1017	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	485	100		110	513	127		127	382	84		123	1017	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	75	485	100		110	513	127		127	382	84		123	1017	150	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.46	0.54		1.00	2.61	0.39	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3934	866		1600	4182	618	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.15	0.06		0.07	0.16	0.08		0.08	0.10	0.10		0.08	0.24	0.24	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	24	0	14		0	0	0		0	406	20		11	961	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	26	0	15		0	0	0		0	442	22		12	1045	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	21	0	23		0	0	0		0	40	7		8	17	0	
Initial Fut:	47	0	38		0	0	0		0	482	29		20	1062	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	50	0	40		0	0	0		0	509	30		21	1122	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	0	40		0	0	0		0	509	30		21	1122	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	50	0	40		0	0	0		0	509	30		21	1122	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.55	0.00	0.45		0.00	0.00	0.00		0.00	2.83	0.17		1.00	3.00	0.00	
Final Sat.:	883	0	717		0	0	0		0	4530	270		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.06		0.00	0.00	0.00		0.00	0.11	0.11		0.01	0.23	0.00	
Crit Moves:			****						****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	5	10	10	5	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	128	519	89	46	476	188	118	274	47	107	881	67
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	139	564	97	50	518	204	128	298	51	116	958	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	40	1	0	16	10	40	24	0	1	15	1
Initial Fut:	139	604	98	50	534	214	168	322	51	117	973	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	149	646	104	53	570	229	180	344	55	125	1040	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	646	104	53	570	229	180	344	55	125	1040	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	646	104	53	570	229	180	344	55	125	1040	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.07	0.03	0.18	0.14	0.11	0.11	0.03	0.08	0.32	0.05
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	45	432	105	59	544	44	60	237	47	123	341	81
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	49	470	114	64	592	48	65	258	51	134	371	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	3	18	18	1	0	0	39	0	8	16	8
Initial Fut:	49	473	132	82	593	48	65	297	51	142	387	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	56	538	150	93	674	54	74	338	58	161	440	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	538	150	93	674	54	74	338	58	161	440	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	538	150	93	674	54	74	338	58	161	440	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.85	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	2961	239	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.09	0.06	0.23	0.23	0.05	0.21	0.04	0.10	0.28	0.07
Crit Moves:	****				****		****				****	

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	63	611	78		158	576	80		108	301	27		88	401	137	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	69	665	85		172	626	87		117	327	29		96	436	149	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	19	77		120	6	0		0	87	0		29	38	50	
Initial Fut:	69	684	162		292	632	87		117	414	29		125	474	199	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84	
PHF Volume:	82	816	193		349	755	104		140	495	35		149	566	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	816	193		349	755	104		140	495	35		149	566	238	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	82	816	193		349	755	104		140	495	35		149	566	238	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.87	0.13		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2988	212		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.26	0.12		0.22	0.24	0.06		0.09	0.17	0.17		0.09	0.18	0.15	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10		5	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	647	321		501	553	0		546	1	351		0	0	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	704	349		545	601	0		594	1	382		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	53	8		0	35	0		0	0	79		0	0	0	
Initial Fut:	0	757	357		545	636	0		594	1	461		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	818	386		589	688	0		642	1	498		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	818	386		589	688	0		642	1	498		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	818	386		589	688	0		642	1	498		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		2.00	2.00	0.00		1.68	0.01	1.31		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		2880	3200	0		2700	5	2095		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.24		0.20	0.22	0.00		0.24	0.24	0.24		0.00	0.00	0.00	
Crit Moves:				****	****				****							

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	288	903	0	0	891	597	0	0	0	165	0	358				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	313	982	0	0	969	649	0	0	0	179	0	389				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	39	17	0	0	32	0	0	0	0	3	0	0				
Initial Fut:	352	999	0	0	1001	649	0	0	0	182	0	389				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	374	1061	0	0	1063	689	0	0	0	194	0	413				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	374	1061	0	0	1063	689	0	0	0	194	0	413				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	374	1061	0	0	1063	689	0	0	0	194	0	413				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.33	0.00	0.00	0.33	0.43	0.00	0.00	0.00	0.12	0.00	0.13				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

Scenario Report

Scenario:	exc pm
Command:	exc pm
Volume:	exc pm
Geometry:	future np pm
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	exc pm

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	D	xxxxx	0.816	D	xxxxx	0.836	+ 0.020
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.873	D	xxxxx	0.894	+ 0.022
# 3 Figueroa St / El Segundo Blvd	C	xxxxx	0.749	C	xxxxx	0.763	+ 0.014
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.566	A	xxxxx	0.577	+ 0.011
# 5 Main St / El Segundo Blvd	B	xxxxx	0.652	B	xxxxx	0.663	+ 0.011
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.574	A	xxxxx	0.584	+ 0.009
# 7 Avalon Blvd / El Segundo Blvd	C	xxxxx	0.787	D	xxxxx	0.808	+ 0.021
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.490	A	xxxxx	0.538	+ 0.048
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.838	D	xxxxx	0.855	+ 0.016
# 12 Avalon Blvd / 120th St	C	xxxxx	0.709	C	xxxxx	0.736	+ 0.027
# 14 Central Ave / 120th St	B	xxxxx	0.660	C	xxxxx	0.800	+ 0.139
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.771	C	xxxxx	0.786	+ 0.015
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.738	C	xxxxx	0.782	+ 0.044

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Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	10	0	10	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0	416	0	368	0	1201	599	183	706	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	0	0	0	452	0	400	0	1306	651	199	768	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	0	0	0	14	0	0	0	11	0	23	17	0				
Initial Fut:	0	0	0	466	0	400	0	1317	651	222	785	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	0	0	0	471	0	404	0	1329	657	224	792	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	471	0	404	0	1329	657	224	792	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	471	0	404	0	1329	657	224	792	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.61	0.01	1.38	0.00	2.01	0.99	1.00	3.00	0.00				
Final Sat.:	0	0	0	2583	0	2217	0	3212	1588	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.41	0.41	0.14	0.16	0.00				
Crit Moves:				****				****		****						

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10	0	0	0	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	258	0	225	0	0	0	0	1211	436	269	656	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	281	0	245	0	0	0	0	1317	474	293	713	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	0	0	18	0	0	0	0	25	0	13	40	0				
Initial Fut:	281	0	263	0	0	0	0	1342	474	306	753	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	286	0	268	0	0	0	0	1367	483	311	767	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	286	0	268	0	0	0	0	1367	483	311	767	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	286	0	268	0	0	0	0	1367	483	311	767	0				
OvlAdjVol:									206							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.03	xxxx	0.97	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00				
Final Sat.:	1653	0	1547	0	0	0	0	3200	1600	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.00	0.17	0.00	0.00	0.00	0.00	0.43	0.30	0.19	0.16	0.00				
OvlAdjV/S:									0.13							
Crit Moves:				****					****		****					

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	160	502	137		77	291	90		122	1137	136		36	726	96	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	174	546	149		84	316	98		133	1237	148		39	790	104	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	0	0		0	0	0		0	43	0		0	54	0	
Initial Fut:	174	546	149		84	316	98		133	1280	148		39	844	104	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	178	559	153		86	324	100		136	1311	152		40	864	107	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	178	559	153		86	324	100		136	1311	152		40	864	107	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	178	559	153		86	324	100		136	1311	152		40	864	107	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.67	0.33	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4271	529	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.17	0.10		0.05	0.10	0.06		0.08	0.41	0.09		0.03	0.20	0.20	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	103	297	111		78	151	72		103	1182	40		23	677	82	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	112	323	121		85	164	78		112	1286	44		25	736	89	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	4	0		0	7	0		0	43	0		0	54	0	
Initial Fut:	112	327	121		85	171	78		112	1329	44		25	790	89	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	117	341	126		89	179	82		117	1387	45		26	825	93	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	117	341	126		89	179	82		117	1387	45		26	825	93	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	117	341	126		89	179	82		117	1387	45		26	825	93	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.90	0.10		1.00	2.70	0.30	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4648	152		1600	4313	487	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.11	0.08		0.06	0.06	0.05		0.07	0.30	0.30		0.02	0.19	0.19	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	104	377	90	98	175	52	109	1227	60	52	597	50
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	113	410	98	107	190	57	119	1334	65	57	649	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	4	0	0	7	0	0	43	0	0	54	0
Initial Fut:	113	414	98	107	197	57	119	1377	65	57	703	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	120	438	104	113	209	60	125	1458	69	60	744	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	438	104	113	209	60	125	1458	69	60	744	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	438	104	113	209	60	125	1458	69	60	744	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	2.86	0.14	1.00	2.78	0.22
Final Sat.:	1600	3200	1600	1600	2487	713	1600	4583	217	1600	4455	345
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.06	0.07	0.08	0.08	0.08	0.32	0.32	0.04	0.17	0.17
Crit Moves:		****		****				****		****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec): 90 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	77	208	44	64	142	80	105	1266	72	27	575	74
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	84	226	48	70	154	87	114	1377	78	29	625	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	0	0	0	0	0	0	43	0	0	54	0
Initial Fut:	84	226	48	70	154	87	114	1420	78	29	679	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	88	239	51	74	163	92	121	1499	83	31	717	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	239	51	74	163	92	121	1499	83	31	717	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	239	51	74	163	92	121	1499	83	31	717	85
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.65	0.35	1.00	1.28	0.72	1.00	2.84	0.16	1.00	2.68	0.32
Final Sat.:	1600	2641	559	1600	2047	1153	1600	4549	251	1600	4292	508
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.05	0.08	0.08	0.08	0.33	0.33	0.02	0.17	0.17
Crit Moves:	****				****			****		****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	115	614	148		149	440	80		119	1133	113		102	486	109	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	125	668	161		162	479	87		129	1232	123		111	529	119	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	11	6		3	21	0		0	43	0		9	54	2	
Initial Fut:	125	679	167		165	500	87		129	1275	123		120	583	121	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	130	705	173		171	519	90		134	1324	128		125	605	125	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	705	173		171	519	90		134	1324	128		125	605	125	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	130	705	173		171	519	90		134	1324	128		125	605	125	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26		1.00	2.49	0.51	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4378	422		1600	3977	823	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.22	0.11		0.11	0.16	0.06		0.08	0.30	0.30		0.08	0.15	0.15	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	13	0	13		0	0	0		0	1464	48		19	678	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	14	0	14		0	0	0		0	1592	52		21	737	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	14	0	15		0	0	0		0	28	24		27	51	0	
Initial Fut:	28	0	29		0	0	0		0	1620	76		48	788	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	29	0	30		0	0	0		0	1693	80		50	824	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	0	30		0	0	0		0	1693	80		50	824	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	29	0	30		0	0	0		0	1693	80		50	824	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.49	0.00	0.51		0.00	0.00	0.00		0.00	2.87	0.13		1.00	3.00	0.00	
Final Sat.:	786	0	814		0	0	0		0	4584	216		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.04		0.00	0.00	0.00		0.00	0.37	0.37		0.03	0.17	0.00	
Crit Moves:			****								****		****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	92	592	180		162	618	125		229	994	155		116	460	74	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	100	644	196		176	672	136		249	1081	169		126	500	80	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	28	3		1	50	35		26	18	0		2	44	0	
Initial Fut:	100	672	199		177	722	171		275	1099	169		128	544	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	101	681	202		180	732	173		279	1115	171		130	552	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	101	681	202		180	732	173		279	1115	171		130	552	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	101	681	202		180	732	173		279	1115	171		130	552	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.21	0.13		0.11	0.23	0.11		0.17	0.35	0.11		0.08	0.17	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	61	637	114		88	463	29		85	361	60		99	357	70	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	66	693	124		96	504	32		92	393	65		108	388	76	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Cumulative:	0	2	13		12	3	0		0	25	0		23	48	23	
Initial Fut:	66	695	137		108	507	32		92	418	65		131	436	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	69	719	142		111	524	33		96	432	67		135	451	103	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	719	142		111	524	33		96	432	67		135	451	103	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	69	719	142		111	524	33		96	432	67		135	451	103	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.88	0.12		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3012	188		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.22	0.09		0.07	0.17	0.17		0.06	0.27	0.04		0.08	0.28	0.06	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	63	755	91	162	768	112	123	358	80	54	202	138				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	69	821	99	176	835	122	134	389	87	59	220	150				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	0	12	52	78	21	0	0	61	0	83	113	149				
Initial Fut:	69	833	151	254	856	122	134	450	87	142	333	299				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	69	845	153	258	868	124	136	457	88	144	337	303				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	69	845	153	258	868	124	136	457	88	144	337	303				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	69	845	153	258	868	124	136	457	88	144	337	303				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2682	518	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.26	0.10	0.16	0.27	0.08	0.08	0.17	0.17	0.09	0.11	0.19				
Crit Moves:		****		****			****					****				

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	756	337	440	736	0	507	222	395	0	0	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	0	822	367	479	800	0	551	241	430	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	0	141	5	0	34	0	0	0	56	0	0	0				
Initial Fut:	0	963	372	479	834	0	551	241	486	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	0	994	383	494	861	0	569	249	501	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	994	383	494	861	0	569	249	501	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	994	383	494	861	0	569	249	501	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.29	0.57	1.14	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2070	907	1823	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.24	0.17	0.27	0.00	0.27	0.27	0.27	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions Without Project
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	304	939	0	0	910	417	0	0	0	276	0	569				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	331	1021	0	0	990	454	0	0	0	300	0	619				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Cumulative:	100	41	0	0	25	0	0	0	0	9	0	0				
Initial Fut:	431	1062	0	0	1015	454	0	0	0	309	0	619				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	445	1097	0	0	1048	469	0	0	0	319	0	639				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	445	1097	0	0	1048	469	0	0	0	319	0	639				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	445	1097	0	0	1048	469	0	0	0	319	0	639				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.34	0.00	0.00	0.33	0.29	0.00	0.00	0.00	0.20	0.00	0.20				
Crit Moves:	****				****							****				

Unsignalized Intersections (HCM)

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	18	464	1166	46	23	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	21	533	1340	53	26	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1393				1586	473
vC1, stage 1 conf vol					1367	
vC2, stage 2 conf vol					219	
vCu, unblocked vol	1393				1586	473
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				87	96
cM capacity (veh/h)	487				198	543

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	127	213	213	536	536	321	46
Volume Left	21	0	0	0	0	0	26
Volume Right	0	0	0	0	0	53	20
cSH	487	1700	1700	1700	1700	1700	272
Volume to Capacity	0.04	0.13	0.13	0.32	0.32	0.19	0.17
Queue Length 95th (ft)	3	0	0	0	0	0	15
Control Delay (s)	2.5	0.0	0.0	0.0	0.0	0.0	20.9
Lane LOS	A						C
Approach Delay (s)	0.6			0.0			20.9
Approach LOS							C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	522	8	8	1194	4	15	0	8	3	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	580	9	9	1327	4	17	0	9	3	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1331			589			1047	1936	198	1542	1938	444
vC1, stage 1 conf vol							587	587		1347	1347	
vC2, stage 2 conf vol							460	1349		196	591	
vCu, unblocked vol	1331			589			1047	1936	198	1542	1938	444
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			96	100	99	98	100	100
cM capacity (veh/h)	514			982			382	197	810	153	198	561

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	146	290	154	341	663	336	26	3
Volume Left	1	0	0	9	0	0	17	3
Volume Right	0	0	9	0	0	4	9	0
cSH	514	1700	1700	982	1700	1700	468	153
Volume to Capacity	0.00	0.17	0.09	0.01	0.39	0.20	0.05	0.02
Queue Length 95th (ft)	0	0	0	1	0	0	4	2
Control Delay (s)	0.1	0.0	0.0	0.3	0.0	0.0	13.1	29.0
Lane LOS	A			A			B	D
Approach Delay (s)	0.0			0.1			13.1	29.0
Approach LOS							B	D

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	7	368	382	5	16	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	387	402	5	17	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	407				807	405
vC1, stage 1 conf vol					405	
vC2, stage 2 conf vol					402	
vCu, unblocked vol	407				807	405
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	97
cM capacity (veh/h)	1151				555	650

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	395	407	38
Volume Left	7	0	17
Volume Right	0	5	21
cSH	1151	1700	604
Volume to Capacity	0.01	0.24	0.06
Queue Length 95th (ft)	0	0	5
Control Delay (s)	0.2	0.0	11.4
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	11.4
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	35.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	45	1495	794	52	40	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	47	1574	836	55	42	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	891				1482	306
vC1, stage 1 conf vol					863	
vC2, stage 2 conf vol					619	
vCu, unblocked vol	891				1482	306
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	94				86	97
cM capacity (veh/h)	770				307	696

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	362	629	629	334	334	222	64
Volume Left	47	0	0	0	0	0	42
Volume Right	0	0	0	0	0	55	22
cSH	770	1700	1700	1700	1700	1700	380
Volume to Capacity	0.06	0.37	0.37	0.20	0.20	0.13	0.17
Queue Length 95th (ft)	5	0	0	0	0	0	15
Control Delay (s)	2.0	0.0	0.0	0.0	0.0	0.0	16.4
Lane LOS	A						C
Approach Delay (s)	0.4			0.0			16.4
Approach LOS							C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1571	13	7	855	2	7	0	10	2	1	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	5	1620	13	7	881	2	7	0	10	2	1	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	884			1633			1945	2535	547	1447	2540	295
vC1, stage 1 conf vol							1637	1637		897	897	
vC2, stage 2 conf vol							309	898		550	1643	
vCu, unblocked vol	884			1633			1945	2535	547	1447	2540	295
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			93	100	98	99	99	99
cM capacity (veh/h)	761			393			102	142	484	257	134	704

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	410	810	418	228	441	222	18	8
Volume Left	5	0	0	7	0	0	7	2
Volume Right	0	0	13	0	0	2	10	5
cSH	761	1700	1700	393	1700	1700	190	359
Volume to Capacity	0.01	0.48	0.25	0.02	0.26	0.13	0.09	0.02
Queue Length 95th (ft)	1	0	0	1	0	0	7	2
Control Delay (s)	0.2	0.0	0.0	0.7	0.0	0.0	25.8	15.3
Lane LOS	A			A			D	C
Approach Delay (s)	0.1			0.2			25.8	15.3
Approach LOS							D	C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	44.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	32	652	559	16	25	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	34	701	601	17	27	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	618				1380	610
vC1, stage 1 conf vol					610	
vC2, stage 2 conf vol					770	
vCu, unblocked vol	618				1380	610
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				93	95
cM capacity (veh/h)	962				366	498

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	735	618	49
Volume Left	34	0	27
Volume Right	0	17	23
cSH	962	1700	417
Volume to Capacity	0.04	0.36	0.12
Queue Length 95th (ft)	3	0	10
Control Delay (s)	0.9	0.0	14.8
Lane LOS	A		B
Approach Delay (s)	0.9	0.0	14.8
Approach LOS			B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

Year 2020 Cumulative Conditions With Project

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

Scenario Report

Scenario:	excp am
Command:	excp am
Volume:	excp am
Geometry:	future wp am
Impact Fee:	Default Impact Fee
Trip Generation:	am
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	excp am

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	E	xxxxx	0.979	E	xxxxx	0.996	+ 0.017
# 2 I-110 NB Ramps / El Segundo Bl	C	xxxxx	0.762	C	xxxxx	0.795	+ 0.033
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.852	D	xxxxx	0.863	+ 0.011
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.554	A	xxxxx	0.566	+ 0.012
# 5 Main St / El Segundo Blvd	A	xxxxx	0.597	B	xxxxx	0.609	+ 0.012
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.527	A	xxxxx	0.538	+ 0.011
# 7 Avalon Blvd / El Segundo Blvd	B	xxxxx	0.628	B	xxxxx	0.661	+ 0.033
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.357	A	xxxxx	0.433	+ 0.075
# 11 Central Ave / El Segundo Blvd	C	xxxxx	0.771	D	xxxxx	0.830	+ 0.059
# 12 Avalon Blvd / 120th St	B	xxxxx	0.672	B	xxxxx	0.690	+ 0.017
# 14 Central Ave / 120th St	C	xxxxx	0.727	D	xxxxx	0.846	+ 0.119
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.761	C	xxxxx	0.789	+ 0.028
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.775	C	xxxxx	0.791	+ 0.016

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.996
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		477	1	742		0	531	446		311	1364	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	0	0		519	1	807		0	578	485		338	1483	0	
Added Vol:	0	0	0		9	0	0		0	7	0		4	3	0	
Cumulative:	0	0	0		11	0	0		0	12	0		14	7	0	
Initial Fut:	0	0	0		539	1	807		0	597	485		356	1493	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	0	0		599	1	897		0	663	539		396	1659	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		599	1	897		0	663	539		396	1659	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		599	1	897		0	663	539		396	1659	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.20	0.01	1.79		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1920	4	2876		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.31	0.31	0.31		0.00	0.21	0.34		0.25	0.35	0.00	
Crit Moves:					****						****		****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	634	0	187		0	0	0		0	756	258		127	1045	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	690	0	203		0	0	0		0	822	281		138	1137	0	
Added Vol:	0	0	9		0	0	0		0	16	0		4	7	0	
Cumulative:	0	0	18		0	0	0		0	23	0		12	21	0	
Initial Fut:	690	0	230		0	0	0		0	861	281		154	1165	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	733	0	245		0	0	0		0	916	298		164	1239	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	733	0	245		0	0	0		0	916	298		164	1239	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	733	0	245		0	0	0		0	916	298		164	1239	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.50	0.00	0.50		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2399	0	801		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.00	0.31		0.00	0.00	0.00		0.00	0.29	0.19		0.10	0.26	0.00	
OvlAdjV/S:											0.00					
Crit Moves:			****							****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	116	361	54		89	363	142		135	913	335		93	1320	127	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	126	393	59		97	395	154		147	993	364		101	1436	138	
Added Vol:	0	0	0		1	0	0		0	25	0		0	10	1	
Cumulative:	0	0	0		0	0	0		0	41	0		0	33	0	
Initial Fut:	126	393	59		98	395	154		147	1059	364		101	1479	139	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	153	475	71		118	477	187		178	1281	441		122	1788	168	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	475	71		118	477	187		178	1281	441		122	1788	168	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	153	475	71		118	477	187		178	1281	441		122	1788	168	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4387	413	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.15	0.04		0.07	0.15	0.12		0.11	0.40	0.28		0.08	0.41	0.41	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	207	17		36	221	92		50	528	96		94	1027	59	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	75	225	18		39	240	100		54	574	104		102	1117	64	
Added Vol:	0	0	0		3	0	0		0	27	0		0	11	1	
Cumulative:	0	6	0		0	3	0		0	41	0		0	33	0	
Initial Fut:	75	231	18		42	243	100		54	642	104		102	1161	65	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	85	261	21		48	275	113		61	725	118		115	1311	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	261	21		48	275	113		61	725	118		115	1311	74	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	85	261	21		48	275	113		61	725	118		115	1311	74	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.58	0.42		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4129	671		1600	4545	255	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.01		0.03	0.09	0.07		0.04	0.18	0.18		0.07	0.29	0.29	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	71	228	26		78	234	98		58	395	77		79	1023	65	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	77	248	28		85	254	107		63	430	84		86	1113	71	
Added Vol:	0	0	3		3	0	0		0	30	0		1	12	1	
Cumulative:	0	6	0		0	3	0		0	41	0		0	33	0	
Initial Fut:	77	254	31		88	257	107		63	501	84		87	1158	72	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	86	282	35		98	286	119		70	557	93		97	1287	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	86	282	35		98	286	119		70	557	93		97	1287	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	86	282	35		98	286	119		70	557	93		97	1287	80	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.41	0.59		1.00	2.57	0.43		1.00	2.83	0.17	
Final Sat.:	1600	3200	1600		1600	2263	937		1600	4112	688		1600	4520	280	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.09	0.02		0.06	0.13	0.13		0.04	0.14	0.14		0.06	0.28	0.28	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.538
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	86	121	24		46	124	130		56	324	50		29	856	34	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	94	132	26		50	135	141		61	352	54		32	931	37	
Added Vol:	0	0	3		3	0	0		0	36	0		1	14	1	
Cumulative:	0	0	0		0	0	0		0	41	0		0	33	0	
Initial Fut:	94	132	29		53	135	141		61	429	54		33	978	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	103	145	32		59	149	156		67	474	60		36	1080	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	145	32		59	149	156		67	474	60		36	1080	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	103	145	32		59	149	156		67	474	60		36	1080	42	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.64	0.36		1.00	1.00	1.00		1.00	2.66	0.34		1.00	2.89	0.11	
Final Sat.:	1600	2620	580		1600	1600	1600		1600	4260	540		1600	4621	179	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.04	0.09	0.10		0.04	0.11	0.11		0.02	0.23	0.23	
Crit Moves:	****						****		****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	63	394	79		92	427	107		107	285	71		101	828	124	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	69	429	86		100	464	116		116	310	77		110	901	135	
Added Vol:	0	2	10		14	1	3		5	36	0		4	14	5	
Cumulative:	0	17	6		1	7	0		0	41	0		3	33	3	
Initial Fut:	69	448	102		115	472	119		121	387	77		117	948	143	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	75	487	111		125	515	130		132	421	84		127	1032	156	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	487	111		125	515	130		132	421	84		127	1032	156	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	75	487	111		125	515	130		132	421	84		127	1032	156	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.50	0.50		1.00	2.61	0.39	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4001	799		1600	4171	629	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.15	0.07		0.08	0.16	0.08		0.08	0.11	0.11		0.08	0.25	0.25	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	24	0	14		0	0	0		0	406	20		11	961	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	26	0	15		0	0	0		0	442	22		12	1045	0	
Added Vol:	0	3	0		18	2	19		32	28	0		0	3	32	
Cumulative:	21	0	23		0	0	0		0	40	7		8	17	0	
Initial Fut:	47	3	38		18	2	19		32	510	29		20	1065	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	50	3	40		19	2	20		34	538	30		21	1125	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	50	3	40		19	2	20		34	538	30		21	1125	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	50	3	40		19	2	20		34	538	30		21	1125	34	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.54	0.03	0.43		0.90	0.10	1.00		1.00	2.84	0.16		1.00	2.91	0.09	
Final Sat.:	853	54	692		1440	160	1600		1600	4544	256		1600	4660	140	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.06		0.01	0.01	0.01		0.02	0.12	0.12		0.01	0.24	0.24	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	128	519	89		46	476	188		118	274	47		107	881	67	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	139	564	97		50	518	204		128	298	51		116	958	73	
Added Vol:	15	0	0		0	0	31		10	6	6		0	15	0	
Cumulative:	0	40	1		0	16	10		40	24	0		1	15	1	
Initial Fut:	154	604	98		50	534	245		178	328	57		117	988	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	165	646	104		53	570	262		191	350	61		125	1056	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	165	646	104		53	570	262		191	350	61		125	1056	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	165	646	104		53	570	262		191	350	61		125	1056	79	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.20	0.07		0.03	0.18	0.16		0.12	0.11	0.04		0.08	0.33	0.05	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	45	432	105		59	544	44		60	237	47		123	341	81	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	49	470	114		64	592	48		65	258	51		134	371	88	
Added Vol:	2	3	4		3	8	0		0	3	6		6	2	2	
Cumulative:	0	3	18		18	1	0		0	39	0		8	16	8	
Initial Fut:	51	476	136		85	601	48		65	300	57		148	389	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	58	541	155		97	683	54		74	341	65		168	442	112	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	541	155		97	683	54		74	341	65		168	442	112	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	58	541	155		97	683	54		74	341	65		168	442	112	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.85	0.15		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	2964	236		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.17	0.10		0.06	0.23	0.23		0.05	0.21	0.04		0.11	0.28	0.07	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	63	611	78		158	576	80		108	301	27		88	401	137	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	69	665	85		172	626	87		117	327	29		96	436	149	
Added Vol:	0	8	2		0	24	9		5	2	0		6	3	0	
Cumulative:	0	19	77		120	6	0		0	87	0		29	38	50	
Initial Fut:	69	692	164		292	656	96		122	416	29		131	477	199	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84		0.84	0.84	0.84	
PHF Volume:	82	826	196		349	784	115		146	497	35		156	570	238	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	826	196		349	784	115		146	497	35		156	570	238	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	82	826	196		349	784	115		146	497	35		156	570	238	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.87	0.13		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	2989	211		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.26	0.12		0.22	0.25	0.07		0.09	0.17	0.17		0.10	0.18	0.15	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10		5	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1!	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	0	647	321		501	553	0		546	1	351		0	0	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	0	704	349		545	601	0		594	1	382		0	0	0	
Added Vol:	0	10	4		0	23	0		0	0	10		0	0	0	
Cumulative:	0	53	8		0	35	0		0	0	79		0	0	0	
Initial Fut:	0	767	361		545	659	0		594	1	471		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	0	829	391		589	713	0		642	1	509		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	829	391		589	713	0		642	1	509		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	829	391		589	713	0		642	1	509		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		0.90	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		2.00	2.00	0.00		1.67	0.01	1.32		0.00	0.00	0.00	
Final Sat.:	0	4800	1600		2880	3200	0		2675	5	2120		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.24		0.20	0.22	0.00		0.24	0.24	0.24		0.00	0.00	0.00	
Crit Moves:			****		****					****						

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	288	903	0	0	891	597	0	0	0	165	0	358				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	313	982	0	0	969	649	0	0	0	179	0	389				
Added Vol:	4	5	0	0	13	0	0	0	0	10	0	0				
Cumulative:	39	17	0	0	32	0	0	0	0	3	0	0				
Initial Fut:	356	1004	0	0	1014	649	0	0	0	192	0	389				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	378	1066	0	0	1077	689	0	0	0	204	0	413				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	378	1066	0	0	1077	689	0	0	0	204	0	413				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	378	1066	0	0	1077	689	0	0	0	204	0	413				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.33	0.00	0.00	0.34	0.43	0.00	0.00	0.00	0.13	0.00	0.13				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

Scenario Report

Scenario:	excp pm
Command:	excp pm
Volume:	excp pm
Geometry:	future wp pm
Impact Fee:	Default Impact Fee
Trip Generation:	pm
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	excp pm

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	D	xxxxx	0.816	D	xxxxx	0.857	+ 0.040
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.873	E	xxxxx	0.929	+ 0.057
# 3 Figueroa St / El Segundo Blvd	C	xxxxx	0.749	C	xxxxx	0.787	+ 0.038
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.566	A	xxxxx	0.597	+ 0.031
# 5 Main St / El Segundo Blvd	B	xxxxx	0.652	B	xxxxx	0.690	+ 0.037
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.574	B	xxxxx	0.609	+ 0.034
# 7 Avalon Blvd / El Segundo Blvd	C	xxxxx	0.787	D	xxxxx	0.860	+ 0.073
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.490	B	xxxxx	0.604	+ 0.114
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.838	D	xxxxx	0.865	+ 0.026
# 12 Avalon Blvd / 120th St	C	xxxxx	0.709	C	xxxxx	0.753	+ 0.044
# 14 Central Ave / 120th St	B	xxxxx	0.660	D	xxxxx	0.830	+ 0.170
# 15 Central Ave / I-105 EB Ramps	C	xxxxx	0.771	D	xxxxx	0.804	+ 0.034
# 16 Central Ave / I-105 WB Ramps	C	xxxxx	0.738	D	xxxxx	0.806	+ 0.068

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Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	10	0	10	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0	416	0	368	0	1201	599	183	706	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	0	0	0	452	0	400	0	1306	651	199	768	0				
Added Vol:	0	0	0	24	0	0	0	20	0	18	15	0				
Cumulative:	0	0	0	14	0	0	0	11	0	23	17	0				
Initial Fut:	0	0	0	490	0	400	0	1337	651	240	800	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	0	0	0	495	0	404	0	1349	657	242	807	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	495	0	404	0	1349	657	242	807	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	495	0	404	0	1349	657	242	807	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.65	xxxx	1.35	0.00	2.02	0.98	1.00	3.00	0.00				
Final Sat.:	0	0	0	2643	0	2157	0	3228	1572	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.42	0.42	0.15	0.17	0.00				
Crit Moves:						****		****		****						

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.929
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10	0	0	0	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	258	0	225	0	0	0	0	1211	436	269	656	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	281	0	245	0	0	0	0	1317	474	293	713	0				
Added Vol:	0	0	24	0	0	0	0	43	0	18	34	0				
Cumulative:	0	0	18	0	0	0	0	25	0	13	40	0				
Initial Fut:	281	0	287	0	0	0	0	1385	474	324	787	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	286	0	292	0	0	0	0	1410	483	329	802	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	286	0	292	0	0	0	0	1410	483	329	802	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	286	0	292	0	0	0	0	1410	483	329	802	0				
OvlAdjVol:									191							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00				
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.44	0.30	0.21	0.17	0.00				
OvlAdjV/S:									0.12							
Crit Moves:			****					****		****						

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.787
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	160	502	137		77	291	90		122	1137	136		36	726	96	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	174	546	149		84	316	98		133	1237	148		39	790	104	
Added Vol:	0	0	0		4	0	0		0	67	0		0	52	3	
Cumulative:	0	0	0		0	0	0		0	43	0		0	54	0	
Initial Fut:	174	546	149		88	316	98		133	1347	148		39	896	107	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	178	559	153		90	324	100		136	1380	152		40	918	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	178	559	153		90	324	100		136	1380	152		40	918	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	178	559	153		90	324	100		136	1380	152		40	918	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.68	0.32	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4286	514	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.17	0.10		0.06	0.10	0.06		0.08	0.43	0.09		0.03	0.21	0.21	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	103	297	111		78	151	72		103	1182	40		23	677	82	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	112	323	121		85	164	78		112	1286	44		25	736	89	
Added Vol:	0	0	0		8	0	0		0	71	0		0	55	6	
Cumulative:	0	4	0		0	7	0		0	43	0		0	54	0	
Initial Fut:	112	327	121		93	171	78		112	1400	44		25	845	95	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	117	341	126		97	179	82		117	1461	45		26	882	99	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	117	341	126		97	179	82		117	1461	45		26	882	99	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	117	341	126		97	179	82		117	1461	45		26	882	99	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.91	0.09		1.00	2.70	0.30	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4655	145		1600	4314	486	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.11	0.08		0.06	0.06	0.05		0.07	0.31	0.31		0.02	0.20	0.20	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.690
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	104	377	90		98	175	52		109	1227	60		52	597	50	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	113	410	98		107	190	57		119	1334	65		57	649	54	
Added Vol:	0	0	8		8	0	0		0	79	0		6	61	6	
Cumulative:	0	4	0		0	7	0		0	43	0		0	54	0	
Initial Fut:	113	414	106		115	197	57		119	1456	65		63	764	60	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	120	438	112		121	209	60		125	1541	69		66	809	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	120	438	112		121	209	60		125	1541	69		66	809	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	120	438	112		121	209	60		125	1541	69		66	809	64	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.55	0.45		1.00	2.87	0.13		1.00	2.78	0.22	
Final Sat.:	1600	3200	1600		1600	2487	713		1600	4594	206		1600	4449	351	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.14	0.07		0.08	0.08	0.08		0.08	0.34	0.34		0.04	0.18	0.18	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	77	208	44		64	142	80		105	1266	72		27	575	74	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	84	226	48		70	154	87		114	1377	78		29	625	80	
Added Vol:	0	0	8		8	0	0		0	95	0		6	73	6	
Cumulative:	0	0	0		0	0	0		0	43	0		0	54	0	
Initial Fut:	84	226	56		78	154	87		114	1515	78		35	752	86	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	88	239	59		82	163	92		121	1600	83		37	794	91	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	88	239	59		82	163	92		121	1600	83		37	794	91	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	88	239	59		82	163	92		121	1600	83		37	794	91	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.60	0.40		1.00	1.28	0.72		1.00	2.85	0.15		1.00	2.69	0.31	
Final Sat.:	1600	2566	634		1600	2047	1153		1600	4564	236		1600	4305	495	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.09		0.05	0.08	0.08		0.08	0.35	0.35		0.02	0.18	0.18	
Crit Moves:	****					****				****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	115	614	148		149	440	80		119	1133	113		102	486	109	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	125	668	161		162	479	87		129	1232	123		111	529	119	
Added Vol:	0	8	24		28	5	15		23	88	0		19	71	24	
Cumulative:	0	11	6		3	21	0		0	43	0		9	54	2	
Initial Fut:	125	687	191		193	505	102		152	1363	123		139	654	145	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	130	713	198		200	524	106		158	1416	128		144	679	150	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	713	198		200	524	106		158	1416	128		144	679	150	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	130	713	198		200	524	106		158	1416	128		144	679	150	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.75	0.25		1.00	2.46	0.54	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4403	397		1600	3931	869	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.22	0.12		0.13	0.16	0.07		0.10	0.32	0.32		0.09	0.17	0.17	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	13	0	13		0	0	0		0	1464	48		19	678	0	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	14	0	14		0	0	0		0	1592	52		21	737	0	
Added Vol:	0	12	0		88	8	89		135	4	0		0	25	134	
Cumulative:	14	0	15		0	0	0		0	28	24		27	51	0	
Initial Fut:	28	12	29		88	8	89		135	1624	76		48	813	134	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	29	13	30		92	8	93		141	1697	80		50	850	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	13	30		92	8	93		141	1697	80		50	850	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	29	13	30		92	8	93		141	1697	80		50	850	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.41	0.17	0.42		0.92	0.08	1.00		1.00	2.87	0.13		1.00	2.58	0.42	
Final Sat.:	650	277	673		1467	133	1600		1600	4585	215		1600	4121	679	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.05	0.05		0.06	0.06	0.06		0.09	0.37	0.37		0.03	0.21	0.21	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.865
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	92	592	180		162	618	125		229	994	155		116	460	74	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	100	644	196		176	672	136		249	1081	169		126	500	80	
Added Vol:	39	0	0		0	0	60		53	31	31		0	39	0	
Cumulative:	0	28	3		1	50	35		26	18	0		2	44	0	
Initial Fut:	139	672	199		177	722	231		328	1130	200		128	583	80	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	141	681	202		180	732	234		333	1146	202		130	592	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	141	681	202		180	732	234		333	1146	202		130	592	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	141	681	202		180	732	234		333	1146	202		130	592	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.21	0.13		0.11	0.23	0.15		0.21	0.36	0.13		0.08	0.18	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	61	637	114		88	463	29		85	361	60		99	357	70	
Growth Adj:	1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09		1.09	1.09	1.09	
Initial Bse:	66	693	124		96	504	32		92	393	65		108	388	76	
Added Vol:	11	14	20		12	16	0		0	12	12		24	8	8	
Cumulative:	0	2	13		12	3	0		0	25	0		23	48	23	
Initial Fut:	77	709	157		120	523	32		92	430	77		155	444	107	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	80	733	162		124	540	33		96	444	80		160	459	111	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	80	733	162		124	540	33		96	444	80		160	459	111	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	80	733	162		124	540	33		96	444	80		160	459	111	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.89	0.11		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3018	182		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.23	0.10		0.08	0.18	0.18		0.06	0.28	0.05		0.10	0.29	0.07	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	63	755	91	162	768	112	123	358	80	54	202	138				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	69	821	99	176	835	122	134	389	87	59	220	150				
Added Vol:	0	43	11	0	48	39	26	8	0	12	12	0				
Cumulative:	0	12	52	78	21	0	0	61	0	83	113	149				
Initial Fut:	69	876	162	254	904	161	160	458	87	154	345	299				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	69	889	164	258	917	163	162	465	88	156	350	303				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	69	889	164	258	917	163	162	465	88	156	350	303				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	69	889	164	258	917	163	162	465	88	156	350	303				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2689	511	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.28	0.10	0.16	0.29	0.10	0.10	0.17	0.17	0.10	0.11	0.19				
Crit Moves:		****		****			****					****				

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	756	337	440	736	0	507	222	395	0	0	0				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	0	822	367	479	800	0	551	241	430	0	0	0				
Added Vol:	0	49	19	0	59	0	0	0	28	0	0	0				
Cumulative:	0	141	5	0	34	0	0	0	56	0	0	0				
Initial Fut:	0	1012	391	479	893	0	551	241	514	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	0	1045	403	494	922	0	569	249	530	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1045	403	494	922	0	569	249	530	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1045	403	494	922	0	569	249	530	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.27	0.55	1.18	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2026	887	1887	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.25	0.17	0.29	0.00	0.28	0.28	0.28	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Cumulative Year 2020 Conditions With Project
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	304	939	0	0	910	417	0	0	0	276	0	569				
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09				
Initial Bse:	331	1021	0	0	990	454	0	0	0	300	0	619				
Added Vol:	21	27	0	0	35	0	0	0	0	24	0	0				
Cumulative:	100	41	0	0	25	0	0	0	0	9	0	0				
Initial Fut:	452	1089	0	0	1050	454	0	0	0	333	0	619				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	467	1125	0	0	1084	469	0	0	0	344	0	639				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	467	1125	0	0	1084	469	0	0	0	344	0	639				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	467	1125	0	0	1084	469	0	0	0	344	0	639				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.05	xxxx	1.95				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1680	0	3120				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.35	0.00	0.00	0.34	0.29	0.00	0.00	0.00	0.20	0.00	0.20				
Crit Moves:	****				****							****				

Unsignalized Intersections (HCM)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	540	8	8	1226	33	15	0	8	7	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	32	600	9	9	1362	37	17	0	9	8	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1399			609			1141	2086	204	1663	2072	472
vC1, stage 1 conf vol							669	669		1398	1398	
vC2, stage 2 conf vol							472	1417		264	673	
vCu, unblocked vol	1399			609			1141	2086	204	1663	2072	472
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			99			95	100	99	95	100	99
cM capacity (veh/h)	484			966			327	155	802	142	182	538

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	182	300	159	349	681	377	26	11
Volume Left	32	0	0	9	0	0	17	8
Volume Right	0	0	9	0	0	37	9	3
cSH	484	1700	1700	966	1700	1700	411	182
Volume to Capacity	0.07	0.18	0.09	0.01	0.40	0.22	0.06	0.06
Queue Length 95th (ft)	5	0	0	1	0	0	5	5
Control Delay (s)	3.1	0.0	0.0	0.3	0.0	0.0	14.3	26.1
Lane LOS	A			A			B	D
Approach Delay (s)	0.9			0.1			14.3	26.1
Approach LOS							B	D

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	42.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	371	7	7	387	5	4	1	4	16	1	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	391	7	7	407	5	4	1	4	17	1	21
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	413			398			834	836	394	838	837	410
vC1, stage 1 conf vol							409	409		425	425	
vC2, stage 2 conf vol							425	427		414	413	
vCu, unblocked vol	413			398			834	836	394	838	837	410
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	99	97	100	97
cM capacity (veh/h)	1146			1161			476	477	655	486	477	646

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	405	420	9	39
Volume Left	7	7	4	17
Volume Right	7	5	4	21
cSH	1146	1161	542	561
Volume to Capacity	0.01	0.01	0.02	0.07
Queue Length 95th (ft)	0	0	1	6
Control Delay (s)	0.2	0.2	11.8	11.9
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.2	11.8	11.9
Approach LOS			B	B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	3	3	706	5	5	704
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	3	3	776	5	5	774
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1176	391			781	
vC1, stage 1 conf vol	779					
vC2, stage 2 conf vol	398					
vCu, unblocked vol	1176	391			781	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	371	608			832	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	7	517	264	263	516
Volume Left	3	0	0	5	0
Volume Right	3	0	5	0	0
cSH	461	1700	1700	832	1700
Volume to Capacity	0.01	0.30	0.16	0.01	0.30
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	12.9	0.0	0.0	0.3	0.0
Lane LOS	B			A	
Approach Delay (s)	12.9	0.0		0.1	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	1659	13	7	989	7	7	0	10	29	1	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	9	1710	13	7	1020	7	7	0	10	30	1	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1027			1724			2090	2777	577	1626	2780	343
vC1, stage 1 conf vol							1736	1736		1038	1038	
vC2, stage 2 conf vol							355	1041		589	1742	
vCu, unblocked vol	1027			1724			2090	2777	577	1626	2780	343
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			92	100	98	86	99	95
cM capacity (veh/h)	672			363			88	123	462	215	117	655

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	437	855	441	262	510	262	18	62
Volume Left	9	0	0	7	0	0	7	30
Volume Right	0	0	13	0	0	7	10	31
cSH	672	1700	1700	363	1700	1700	168	317
Volume to Capacity	0.01	0.50	0.26	0.02	0.30	0.15	0.10	0.20
Queue Length 95th (ft)	1	0	0	2	0	0	9	18
Control Delay (s)	0.4	0.0	0.0	0.8	0.0	0.0	29.0	19.1
Lane LOS	A			A			D	C
Approach Delay (s)	0.1			0.2			29.0	19.1
Approach LOS							D	C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	32	665	31	31	578	16	20	1	20	25	1	21
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	34	715	33	33	622	17	22	1	22	27	1	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	639			748			1498	1506	732	1519	1514	630
vC1, stage 1 conf vol							801	801		697	697	
vC2, stage 2 conf vol							697	705		823	817	
vCu, unblocked vol	639			748			1498	1506	732	1519	1514	630
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			96			92	100	95	89	100	95
cM capacity (veh/h)	945			860			265	287	421	254	281	485

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	783	672	44	51
Volume Left	34	33	22	27
Volume Right	33	17	22	23
cSH	945	860	324	323
Volume to Capacity	0.04	0.04	0.14	0.16
Queue Length 95th (ft)	3	3	12	14
Control Delay (s)	1.0	1.0	17.8	18.2
Lane LOS	A	A	C	C
Approach Delay (s)	1.0	1.0	17.8	18.2
Approach LOS			C	C

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	13	961	23	19	785
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	16	14	1001	24	20	818
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1461	512			1025	
vC1, stage 1 conf vol	1013					
vC2, stage 2 conf vol	448					
vCu, unblocked vol	1461	512			1025	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	97			97	
cM capacity (veh/h)	284	507			673	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	29	667	358	292	545
Volume Left	16	0	0	20	0
Volume Right	14	0	24	0	0
cSH	357	1700	1700	673	1700
Volume to Capacity	0.08	0.39	0.21	0.03	0.32
Queue Length 95th (ft)	7	0	0	2	0
Control Delay (s)	16.0	0.0	0.0	1.1	0.0
Lane LOS	C			A	
Approach Delay (s)	16.0	0.0		0.4	
Approach LOS	C				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX F

Horizon Year 2035 Conditions
ICU and HCM Analysis Worksheets

Horizon Year 2035 Conditions Without Project

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

Scenario Report

Scenario:	2035 np am
Command:	2035 np am
Volume:	2035np am
Geometry:	future np am
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	2035 np am

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	F	xxxxx	1.023	F	xxxxx	1.023	+ 0.000
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.885	D	xxxxx	0.885	+ 0.000
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000
# 5 Main St / El Segundo Blvd	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000
# 7 Avalon Blvd / El Segundo Blvd	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.399	A	xxxxx	0.399	+ 0.000
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000
# 12 Avalon Blvd / 120th St	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000
# 14 Central Ave / 120th St	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000
# 15 Central Ave / I-105 EB Ramps	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000
# 16 Central Ave / I-105 WB Ramps	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.023
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		530	1	807		0	590	485		352	1490	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		549	1	836		0	611	502		365	1544	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		549	1	836		0	611	502		365	1544	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	0	0		610	1	929		0	679	558		405	1715	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		610	1	929		0	679	558		405	1715	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		610	1	929		0	679	558		405	1715	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.18	0.01	1.81		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1901	4	2895		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.32	0.32	0.32		0.00	0.21	0.35		0.25	0.36	0.00	
Crit Moves:						****					****		****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	690	0	221		0	0	0		0	845	281		150	1158	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	715	0	229		0	0	0		0	875	291		155	1200	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	715	0	229		0	0	0		0	875	291		155	1200	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	760	0	244		0	0	0		0	931	310		165	1276	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	760	0	244		0	0	0		0	931	310		165	1276	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	760	0	244		0	0	0		0	931	310		165	1276	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.51	0.00	0.49		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2424	0	776		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.00	0.31		0.00	0.00	0.00		0.00	0.29	0.19		0.10	0.27	0.00	
OvlAdjV/S:											0.00					
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.885
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	126	393	59		97	395	154		147	1034	364		101	1469	138	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	131	407	61		100	409	160		152	1071	377		105	1522	143	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	131	407	61		100	409	160		152	1071	377		105	1522	143	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	157	491	74		121	493	192		183	1291	454		126	1834	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	157	491	74		121	493	192		183	1291	454		126	1834	172	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	157	491	74		121	493	192		183	1291	454		126	1834	172	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4388	412	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.15	0.05		0.08	0.15	0.12		0.11	0.40	0.28		0.08	0.42	0.42	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.577
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	75	231	18		39	243	100		54	615	104		102	1150	64	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	78	239	19		40	252	104		56	637	108		106	1191	66	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	78	239	19		40	252	104		56	637	108		106	1191	66	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	87	269	21		45	283	116		63	716	121		119	1339	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	269	21		45	283	116		63	716	121		119	1339	74	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	87	269	21		45	283	116		63	716	121		119	1339	74	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.57	0.43		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4106	694		1600	4547	253	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.01		0.03	0.09	0.07		0.04	0.17	0.17		0.07	0.29	0.29	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.624
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	77	254	28		85	257	107		63	471	84		86	1146	71	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	80	263	29		88	266	111		65	488	87		89	1187	74	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	80	263	29		88	266	111		65	488	87		89	1187	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	89	292	32		98	296	123		73	542	97		99	1319	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	292	32		98	296	123		73	542	97		99	1319	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	89	292	32		98	296	123		73	542	97		99	1319	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.41	0.59		1.00	2.55	0.45		1.00	2.82	0.18	
Final Sat.:	1600	3200	1600		1600	2259	941		1600	4074	726		1600	4520	280	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.02		0.06	0.13	0.13		0.05	0.13	0.13		0.06	0.29	0.29	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.544
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	94	132	26		50	135	141		61	393	54		32	964	37	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	97	137	27		52	140	146		63	407	56		33	999	38	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	97	137	27		52	140	146		63	407	56		33	999	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	107	150	30		57	154	161		69	447	61		36	1097	42	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	150	30		57	154	161		69	447	61		36	1097	42	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	107	150	30		57	154	161		69	447	61		36	1097	42	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.67	0.33		1.00	1.00	1.00		1.00	2.64	0.36		1.00	2.89	0.11	
Final Sat.:	1600	2673	527		1600	1600	1600		1600	4220	580		1600	4623	177	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.06	0.06		0.04	0.10	0.10		0.04	0.11	0.11		0.02	0.24	0.24	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	446	92		101	471	116		116	351	77		113	934	138	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	71	462	95		105	488	120		120	364	80		117	968	143	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	462	95		105	488	120		120	364	80		117	968	143	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	78	502	104		114	530	131		131	395	87		127	1052	155	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	502	104		114	530	131		131	395	87		127	1052	155	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	78	502	104		114	530	131		131	395	87		127	1052	155	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.46	0.54		1.00	2.61	0.39	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3936	864		1600	4182	618	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.06		0.07	0.17	0.08		0.08	0.10	0.10		0.08	0.25	0.25	
Crit Moves:		****				****				****				****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	47	0	38		0	0	0		0	482	29		20	1062	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	49	0	39		0	0	0		0	499	30		21	1100	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	49	0	39		0	0	0		0	499	30		21	1100	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	51	0	41		0	0	0		0	526	32		22	1158	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	0	41		0	0	0		0	526	32		22	1158	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	51	0	41		0	0	0		0	526	32		22	1158	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.55	0.00	0.45		0.00	0.00	0.00		0.00	2.83	0.17		1.00	3.00	0.00	
Final Sat.:	885	0	715		0	0	0		0	4528	272		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.06		0.00	0.00	0.00		0.00	0.12	0.12		0.01	0.24	0.00	
Crit Moves:			****						****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	139	604	98		50	534	214		168	322	51		117	973	74	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	144	626	102		52	553	222		174	334	53		121	1008	77	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	144	626	102		52	553	222		174	334	53		121	1008	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	153	666	108		55	589	236		185	355	56		129	1072	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	153	666	108		55	589	236		185	355	56		129	1072	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	153	666	108		55	589	236		185	355	56		129	1072	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.21	0.07		0.03	0.18	0.15		0.12	0.11	0.04		0.08	0.34	0.05	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	49	473	132		82	593	48		65	297	51		142	387	96	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	51	490	137		85	614	50		67	308	53		147	401	99	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	51	490	137		85	614	50		67	308	53		147	401	99	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	58	557	155		97	698	57		77	350	60		167	456	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	557	155		97	698	57		77	350	60		167	456	113	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	58	557	155		97	698	57		77	350	60		167	456	113	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.85	0.15		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	2960	240		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.17	0.10		0.06	0.24	0.24		0.05	0.22	0.04		0.10	0.28	0.07	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.862
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	69	684	162	292	632	87	117	414	29	125	474	199				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	71	709	168	303	655	90	121	429	30	130	491	206				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	71	709	168	303	655	90	121	429	30	130	491	206				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84				
PHF Volume:	85	844	200	360	779	107	144	511	36	154	585	245				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	85	844	200	360	779	107	144	511	36	154	585	245				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	85	844	200	360	779	107	144	511	36	154	585	245				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2991	209	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.26	0.12	0.23	0.24	0.07	0.09	0.17	0.17	0.10	0.18	0.15				
Crit Moves:		****		****			****				****					

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.804
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	757	357	545	636	0	594	1	461	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	784	370	565	659	0	615	1	478	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	784	370	565	659	0	615	1	478	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	0	843	398	607	708	0	662	1	514	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	843	398	607	708	0	662	1	514	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	843	398	607	708	0	662	1	514	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.68	0.01	1.31	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2700	5	2095	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.25	0.21	0.22	0.00	0.25	0.25	0.25	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.816
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	352	999	0	0	1001	649	0	0	0	182	0	389				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	365	1035	0	0	1037	672	0	0	0	189	0	403				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	365	1035	0	0	1037	672	0	0	0	189	0	403				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	388	1101	0	0	1103	715	0	0	0	201	0	429				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	388	1101	0	0	1103	715	0	0	0	201	0	429				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	388	1101	0	0	1103	715	0	0	0	201	0	429				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.34	0.00	0.00	0.34	0.45	0.00	0.00	0.00	0.13	0.00	0.13				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
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Scenario Report

Scenario:	2035 np pm
Command:	2035 np pm
Volume:	2035np pm
Geometry:	future np pm
Impact Fee:	Default Impact Fee
Trip Generation:	none
Trip Distribution:	none
Paths:	Default Path
Routes:	Default Route
Configuration:	2035 np pm

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000
# 2 I-110 NB Ramps / El Segundo Bl	E	xxxxx	0.925	E	xxxxx	0.925	+ 0.000
# 3 Figueroa St / El Segundo Blvd	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000
# 5 Main St / El Segundo Blvd	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000
# 7 Avalon Blvd / El Segundo Blvd	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000
# 12 Avalon Blvd / 120th St	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000
# 14 Central Ave / 120th St	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000
# 15 Central Ave / I-105 EB Ramps	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000
# 16 Central Ave / I-105 WB Ramps	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000

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Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.863
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	10	0	10	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0	466	0	400	0	1317	651	222	785	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	0	0	483	0	414	0	1364	674	230	813	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	0	0	483	0	414	0	1364	674	230	813	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	0	0	0	488	0	419	0	1378	681	232	821	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	488	0	419	0	1378	681	232	821	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	488	0	419	0	1378	681	232	821	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.61	xxxx	1.39	0.00	2.01	0.99	1.00	3.00	0.00				
Final Sat.:	0	0	0	2583	0	2217	0	3212	1588	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.43	0.43	0.15	0.17	0.00				
Crit Moves:						****		****		****						

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.925
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10	0	0	0	0	10	10	5	10	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	281	0	263	0	0	0	0	1342	474	306	753	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	291	0	272	0	0	0	0	1390	491	317	780	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	291	0	272	0	0	0	0	1390	491	317	780	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98				
PHF Volume:	297	0	278	0	0	0	0	1419	501	323	796	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	297	0	278	0	0	0	0	1419	501	323	796	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	297	0	278	0	0	0	0	1419	501	323	796	0				
OvlAdjVol:									214							
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.03	0.01	0.96	0.00	0.00	0.00	0.00	2.00	1.00	1.00	3.00	0.00				
Final Sat.:	1653	0	1547	0	0	0	0	3200	1600	1600	4800	0				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.44	0.31	0.20	0.17	0.00				
OvlAdjV/S:									0.13							
Crit Moves:	****							****		****						

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	174	546	149		84	316	98		133	1280	148		39	844	104	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	180	566	154		87	327	102		138	1326	153		40	874	108	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	180	566	154		87	327	102		138	1326	153		40	874	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	184	577	158		89	334	104		141	1353	156		41	892	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	184	577	158		89	334	104		141	1353	156		41	892	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	184	577	158		89	334	104		141	1353	156		41	892	110	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.67	0.33	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4273	527	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.18	0.10		0.06	0.10	0.06		0.09	0.42	0.10		0.03	0.21	0.21	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	112	327	121		85	171	78		112	1329	44		25	790	89	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	116	339	125		88	177	81		116	1377	46		26	818	92	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	339	125		88	177	81		116	1377	46		26	818	92	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	121	353	131		92	185	84		121	1434	47		27	853	96	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	121	353	131		92	185	84		121	1434	47		27	853	96	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	121	353	131		92	185	84		121	1434	47		27	853	96	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.90	0.10		1.00	2.70	0.30	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4646	154		1600	4314	486	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.11	0.08		0.06	0.06	0.05		0.08	0.31	0.31		0.02	0.20	0.20	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	113	414	98		107	197	57		119	1377	65		57	703	54	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	117	429	102		111	204	59		123	1427	67		59	728	56	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	117	429	102		111	204	59		123	1427	67		59	728	56	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	123	451	107		117	215	62		130	1502	71		62	767	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	451	107		117	215	62		130	1502	71		62	767	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	123	451	107		117	215	62		130	1502	71		62	767	59	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.55	0.45		1.00	2.86	0.14		1.00	2.79	0.21	
Final Sat.:	1600	3200	1600		1600	2482	718		1600	4584	216		1600	4458	342	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.14	0.07		0.07	0.09	0.09		0.08	0.33	0.33		0.04	0.17	0.17	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.599
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	84	226	48		70	154	87		114	1420	78		29	679	80	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	87	234	50		73	160	90		118	1471	81		30	703	83	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	87	234	50		73	160	90		118	1471	81		30	703	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	92	246	52		76	168	95		124	1549	85		32	740	87	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	246	52		76	168	95		124	1549	85		32	740	87	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	246	52		76	168	95		124	1549	85		32	740	87	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.65	0.35		1.00	1.28	0.72		1.00	2.84	0.16		1.00	2.68	0.32	
Final Sat.:	1600	2639	561		1600	2045	1155		1600	4550	250		1600	4294	506	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.09		0.05	0.08	0.08		0.08	0.34	0.34		0.02	0.17	0.17	
Crit Moves:	****				****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	125	679	167		165	500	87		129	1275	123		120	583	121	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	130	703	173		171	518	90		134	1321	127		124	604	125	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	130	703	173		171	518	90		134	1321	127		124	604	125	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	135	733	180		178	540	94		139	1376	133		130	629	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	135	733	180		178	540	94		139	1376	133		130	629	131	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	135	733	180		178	540	94		139	1376	133		130	629	131	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26		1.00	2.48	0.52	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4378	422		1600	3975	825	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23	0.11		0.11	0.17	0.06		0.09	0.31	0.31		0.08	0.16	0.16	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	28	0	29		0	0	0		0	1620	76		48	788	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	29	0	30		0	0	0		0	1678	79		50	816	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	0	30		0	0	0		0	1678	79		50	816	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	30	0	31		0	0	0		0	1748	82		52	850	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	0	31		0	0	0		0	1748	82		52	850	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	30	0	31		0	0	0		0	1748	82		52	850	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.49	0.01	0.50		0.00	0.00	0.00		0.00	2.87	0.13		1.00	3.00	0.00	
Final Sat.:	786	0	814		0	0	0		0	4585	215		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.04		0.00	0.00	0.00		0.00	0.38	0.38		0.03	0.18	0.00	
Crit Moves:			****								****		****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.879
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	100	672	199		177	722	171		275	1099	169		128	544	80	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	104	696	206		183	748	177		285	1139	175		133	564	83	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	104	696	206		183	748	177		285	1139	175		133	564	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	105	703	208		185	756	179		288	1150	177		134	569	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	105	703	208		185	756	179		288	1150	177		134	569	84	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	105	703	208		185	756	179		288	1150	177		134	569	84	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.22	0.13		0.12	0.24	0.11		0.18	0.36	0.11		0.08	0.18	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	66	695	137		108	507	32		92	418	65		131	436	99	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	68	720	142		112	525	33		95	433	67		136	452	103	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	68	720	142		112	525	33		95	433	67		136	452	103	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	70	742	146		115	541	34		98	446	69		140	466	106	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	742	146		115	541	34		98	446	69		140	466	106	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	70	742	146		115	541	34		98	446	69		140	466	106	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.88	0.12		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3010	190		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.23	0.09		0.07	0.18	0.18		0.06	0.28	0.04		0.09	0.29	0.07	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec): 90 Critical Vol./Cap.(X): 0.822
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	69	833	151	254	856	122	134	450	87	142	333	299				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	71	863	156	263	887	126	139	466	90	147	345	310				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	71	863	156	263	887	126	139	466	90	147	345	310				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	72	872	158	266	896	128	140	471	91	149	348	313				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	72	872	158	266	896	128	140	471	91	149	348	313				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	72	872	158	266	896	128	140	471	91	149	348	313				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2682	518	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.27	0.10	0.17	0.28	0.08	0.09	0.18	0.18	0.09	0.11	0.20				
Crit Moves:		****		****			****					****				

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec): 90 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	963	372	479	834	0	551	241	486	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	998	385	496	864	0	571	250	503	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	998	385	496	864	0	571	250	503	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	0	1029	397	512	891	0	588	257	519	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1029	397	512	891	0	588	257	519	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1029	397	512	891	0	588	257	519	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.29	0.57	1.14	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2069	905	1825	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.21	0.25	0.18	0.28	0.00	0.28	0.28	0.28	0.00	0.00	0.00				
Crit Moves:			****	****			****									

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions Without Project
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	431	1062	0	0	1015	454	0	0	0	309	0	619				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	447	1100	0	0	1052	470	0	0	0	320	0	641				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	447	1100	0	0	1052	470	0	0	0	320	0	641				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	460	1134	0	0	1084	485	0	0	0	330	0	661				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	460	1134	0	0	1084	485	0	0	0	330	0	661				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	460	1134	0	0	1084	485	0	0	0	330	0	661				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.35	0.00	0.00	0.34	0.30	0.00	0.00	0.00	0.21	0.00	0.21				
Crit Moves:	****				****							****				

Unsignalized Intersections (HCM)

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	19	481	1208	48	24	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	22	547	1373	55	27	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1427				1625	485
vC1, stage 1 conf vol					1400	
vC2, stage 2 conf vol					225	
vCu, unblocked vol	1427				1625	485
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	95				86	96
cM capacity (veh/h)	472				190	534

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	131	219	219	549	549	329	48
Volume Left	22	0	0	0	0	0	27
Volume Right	0	0	0	0	0	55	20
cSH	472	1700	1700	1700	1700	1700	263
Volume to Capacity	0.05	0.13	0.13	0.32	0.32	0.19	0.18
Queue Length 95th (ft)	4	0	0	0	0	0	16
Control Delay (s)	2.7	0.0	0.0	0.0	0.0	0.0	21.7
Lane LOS	A						C
Approach Delay (s)	0.6			0.0			21.7
Approach LOS							C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	541	8	8	1237	4	16	0	8	3	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	601	9	9	1374	4	18	0	9	3	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1379			610			1084	2004	205	1597	2007	460
vC1, stage 1 conf vol							608	608		1394	1394	
vC2, stage 2 conf vol							476	1397		203	612	
vCu, unblocked vol	1379			610			1084	2004	205	1597	2007	460
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			95	100	99	98	100	100
cM capacity (veh/h)	493			965			370	187	802	143	188	548

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	151	301	159	352	687	348	27	3
Volume Left	1	0	0	9	0	0	18	3
Volume Right	0	0	9	0	0	4	9	0
cSH	493	1700	1700	965	1700	1700	451	143
Volume to Capacity	0.00	0.18	0.09	0.01	0.40	0.20	0.06	0.02
Queue Length 95th (ft)	0	0	0	1	0	0	5	2
Control Delay (s)	0.1	0.0	0.0	0.3	0.0	0.0	13.5	30.8
Lane LOS	A			A			B	D
Approach Delay (s)	0.0			0.1			13.5	30.8
Approach LOS							B	D

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	7	381	396	5	17	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	401	417	5	18	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	422				835	419
vC1, stage 1 conf vol					419	
vC2, stage 2 conf vol					416	
vCu, unblocked vol	422				835	419
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	99				97	97
cM capacity (veh/h)	1137				544	638

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	408	422	40
Volume Left	7	0	18
Volume Right	0	5	22
cSH	1137	1700	592
Volume to Capacity	0.01	0.25	0.07
Queue Length 95th (ft)	0	0	5
Control Delay (s)	0.2	0.0	11.5
Lane LOS	A		B
Approach Delay (s)	0.2	0.0	11.5
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	47	1549	823	54	41	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	49	1631	866	57	43	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	923				1537	317
vC1, stage 1 conf vol					895	
vC2, stage 2 conf vol					642	
vCu, unblocked vol	923				1537	317
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	93				85	97
cM capacity (veh/h)	748				295	684

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	376	652	652	347	347	230	66
Volume Left	49	0	0	0	0	0	43
Volume Right	0	0	0	0	0	57	23
cSH	748	1700	1700	1700	1700	1700	368
Volume to Capacity	0.07	0.38	0.38	0.20	0.20	0.14	0.18
Queue Length 95th (ft)	5	0	0	0	0	0	16
Control Delay (s)	2.1	0.0	0.0	0.0	0.0	0.0	16.9
Lane LOS	A						C
Approach Delay (s)	0.5			0.0			16.9
Approach LOS							C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1628	13	7	886	2	7	0	10	2	1	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	5	1678	13	7	913	2	7	0	10	2	1	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	915			1692			2015	2625	566	1499	2631	305
vC1, stage 1 conf vol							1695	1695		929	929	
vC2, stage 2 conf vol							319	930		570	1702	
vCu, unblocked vol	915			1692			2015	2625	566	1499	2631	305
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			92	100	98	99	99	99
cM capacity (veh/h)	741			373			94	133	470	246	126	693

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	425	839	433	236	457	230	18	8
Volume Left	5	0	0	7	0	0	7	2
Volume Right	0	0	13	0	0	2	10	5
cSH	741	1700	1700	373	1700	1700	177	343
Volume to Capacity	0.01	0.49	0.25	0.02	0.27	0.14	0.10	0.02
Queue Length 95th (ft)	1	0	0	1	0	0	8	2
Control Delay (s)	0.2	0.0	0.0	0.8	0.0	0.0	27.5	15.7
Lane LOS	A			A			D	C
Approach Delay (s)	0.1			0.2			27.5	15.7
Approach LOS							D	C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	33	675	579	17	26	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	35	726	623	18	28	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	641				1428	632
vC1, stage 1 conf vol					632	
vC2, stage 2 conf vol					797	
vCu, unblocked vol	641				1428	632
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	96				92	95
cM capacity (veh/h)	943				354	484

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	761	641	52
Volume Left	35	0	28
Volume Right	0	18	24
cSH	943	1700	404
Volume to Capacity	0.04	0.38	0.13
Queue Length 95th (ft)	3	0	11
Control Delay (s)	1.0	0.0	15.2
Lane LOS	A		C
Approach Delay (s)	1.0	0.0	15.2
Approach LOS			C

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

Horizon Year 2035 Conditions With Project

Signalized Intersections (ICU)

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

Scenario Report

Scenario:	2035 wp am
Command:	2035 wp am
Volume:	2035wp am
Geometry:	future wp am
Impact Fee:	Default Impact Fee
Trip Generation:	am
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	2035 wp am

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	F	xxxxx	1.023	F	xxxxx	1.028	+ 0.005
# 2 I-110 NB Ramps / El Segundo Bl	D	xxxxx	0.808	D	xxxxx	0.819	+ 0.011
# 3 Figueroa St / El Segundo Blvd	D	xxxxx	0.885	D	xxxxx	0.888	+ 0.003
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.577	A	xxxxx	0.579	+ 0.003
# 5 Main St / El Segundo Blvd	B	xxxxx	0.624	B	xxxxx	0.627	+ 0.003
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.544	A	xxxxx	0.547	+ 0.003
# 7 Avalon Blvd / El Segundo Blvd	B	xxxxx	0.661	B	xxxxx	0.679	+ 0.018
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.399	A	xxxxx	0.442	+ 0.043
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.831	D	xxxxx	0.852	+ 0.022
# 12 Avalon Blvd / 120th St	C	xxxxx	0.704	C	xxxxx	0.710	+ 0.006
# 14 Central Ave / 120th St	D	xxxxx	0.862	D	xxxxx	0.869	+ 0.008
# 15 Central Ave / I-105 EB Ramps	D	xxxxx	0.804	D	xxxxx	0.809	+ 0.005
# 16 Central Ave / I-105 WB Ramps	D	xxxxx	0.816	D	xxxxx	0.817	+ 0.001

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.028
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	10	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		530	1	807		0	590	485		352	1490	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		549	1	836		0	611	502		365	1544	0	
Added Vol:	0	0	0		9	0	0		0	7	0		4	3	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		558	1	836		0	618	502		369	1547	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	0	0	0		620	1	929		0	687	558		410	1718	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		620	1	929		0	687	558		410	1718	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		620	1	929		0	687	558		410	1718	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.20	0.01	1.79		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	0	0	0		1920	4	2876		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.32	0.32	0.32		0.00	0.21	0.35		0.26	0.36	0.00	
Crit Moves:							****				****		****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.819
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	690	0	221		0	0	0		0	845	281		150	1158	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	715	0	229		0	0	0		0	875	291		155	1200	0	
Added Vol:	0	0	9		0	0	0		0	16	0		4	7	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	715	0	238		0	0	0		0	891	291		159	1207	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	760	0	253		0	0	0		0	948	310		170	1284	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	760	0	253		0	0	0		0	948	310		170	1284	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	760	0	253		0	0	0		0	948	310		170	1284	0	
OvlAdjVol:											0					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.50	0.00	0.50		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	2401	0	799		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.32	0.00	0.32		0.00	0.00	0.00		0.00	0.30	0.19		0.11	0.27	0.00	
OvlAdjV/S:											0.00					
Crit Moves:	****									****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	126	393	59		97	395	154		147	1034	364		101	1469	138	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	131	407	61		100	409	160		152	1071	377		105	1522	143	
Added Vol:	0	0	0		1	0	0		0	25	0		0	10	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	131	407	61		101	409	160		152	1096	377		105	1532	144	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83		0.83	0.83	0.83	
PHF Volume:	157	491	74		122	493	192		183	1321	454		126	1846	173	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	157	491	74		122	493	192		183	1321	454		126	1846	173	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	157	491	74		122	493	192		183	1321	454		126	1846	173	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4388	412	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.15	0.05		0.08	0.15	0.12		0.11	0.41	0.28		0.08	0.42	0.42	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.579
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	75	231	18		39	243	100		54	615	104		102	1150	64	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	78	239	19		40	252	104		56	637	108		106	1191	66	
Added Vol:	0	0	0		3	0	0		0	27	0		0	11	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	78	239	19		43	252	104		56	664	108		106	1202	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89		0.89	0.89	0.89	
PHF Volume:	87	269	21		49	283	116		63	746	121		119	1351	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	269	21		49	283	116		63	746	121		119	1351	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	87	269	21		49	283	116		63	746	121		119	1351	76	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.58	0.42		1.00	2.84	0.16	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4130	670		1600	4546	254	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.01		0.03	0.09	0.07		0.04	0.18	0.18		0.07	0.30	0.30	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	77	254	28		85	257	107		63	471	84		86	1146	71	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	80	263	29		88	266	111		65	488	87		89	1187	74	
Added Vol:	0	0	3		3	0	0		0	30	0		1	12	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	80	263	32		91	266	111		65	518	87		90	1199	75	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90		0.90	0.90	0.90	
PHF Volume:	89	292	36		101	296	123		73	576	97		100	1333	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	292	36		101	296	123		73	576	97		100	1333	83	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	89	292	36		101	296	123		73	576	97		100	1333	83	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.41	0.59		1.00	2.57	0.43		1.00	2.82	0.18	
Final Sat.:	1600	3200	1600		1600	2259	941		1600	4110	690		1600	4519	281	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.09	0.02		0.06	0.13	0.13		0.05	0.14	0.14		0.06	0.29	0.29	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	94	132	26		50	135	141		61	393	54		32	964	37	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	97	137	27		52	140	146		63	407	56		33	999	38	
Added Vol:	0	0	3		3	0	0		0	36	0		1	14	1	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	97	137	30		55	140	146		63	443	56		34	1013	39	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	
PHF Volume:	107	150	33		60	154	161		69	487	61		38	1113	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	150	33		60	154	161		69	487	61		38	1113	43	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	107	150	33		60	154	161		69	487	61		38	1113	43	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.64	0.36		1.00	1.00	1.00		1.00	2.66	0.34		1.00	2.89	0.11	
Final Sat.:	1600	2625	575		1600	1600	1600		1600	4262	538		1600	4621	179	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.06	0.06		0.04	0.10	0.10		0.04	0.11	0.11		0.02	0.24	0.24	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	69	446	92		101	471	116		116	351	77		113	934	138	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	71	462	95		105	488	120		120	364	80		117	968	143	
Added Vol:	0	2	10		14	1	3		5	36	0		4	14	5	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	71	464	105		119	489	123		125	400	80		121	982	148	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
PHF Volume:	78	504	114		129	531	134		136	434	87		132	1067	161	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	504	114		129	531	134		136	434	87		132	1067	161	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	78	504	114		129	531	134		136	434	87		132	1067	161	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.50	0.50		1.00	2.61	0.39	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4001	799		1600	4171	629	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.07		0.08	0.17	0.08		0.09	0.11	0.11		0.08	0.26	0.26	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	47	0	38		0	0	0		0	482	29		20	1062	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	49	0	39		0	0	0		0	499	30		21	1100	0	
Added Vol:	0	3	0		18	2	19		32	28	0		0	3	32	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	49	3	39		18	2	19		32	527	30		21	1103	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	51	3	41		19	2	20		34	555	32		22	1161	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	3	41		19	2	20		34	555	32		22	1161	34	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	51	3	41		19	2	20		34	555	32		22	1161	34	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.54	0.03	0.43		0.90	0.10	1.00		1.00	2.84	0.16		1.00	2.92	0.08	
Final Sat.:	856	53	692		1440	160	1600		1600	4541	259		1600	4665	135	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.06	0.06		0.01	0.01	0.01		0.02	0.12	0.12		0.01	0.25	0.25	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	139	604	98		50	534	214		168	322	51		117	973	74	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	144	626	102		52	553	222		174	334	53		121	1008	77	
Added Vol:	15	0	0		0	0	31		10	6	6		0	15	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	159	626	102		52	553	253		184	340	59		121	1023	77	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	169	666	108		55	589	269		196	361	63		129	1088	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	169	666	108		55	589	269		196	361	63		129	1088	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	169	666	108		55	589	269		196	361	63		129	1088	82	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.21	0.07		0.03	0.18	0.17		0.12	0.11	0.04		0.08	0.34	0.05	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	49	473	132		82	593	48		65	297	51		142	387	96	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	51	490	137		85	614	50		67	308	53		147	401	99	
Added Vol:	2	3	4		3	8	0		0	3	6		6	2	2	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	53	493	141		88	622	50		67	311	59		153	403	101	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88		0.88	0.88	0.88	
PHF Volume:	60	560	160		100	707	57		77	353	67		174	458	115	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	560	160		100	707	57		77	353	67		174	458	115	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	60	560	160		100	707	57		77	353	67		174	458	115	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.85	0.15		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	2963	237		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.18	0.10		0.06	0.24	0.24		0.05	0.22	0.04		0.11	0.29	0.07	
Crit Moves:	****					****			****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	69	684	162	292	632	87	117	414	29	125	474	199				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	71	709	168	303	655	90	121	429	30	130	491	206				
Added Vol:	0	8	2	0	24	9	5	2	0	6	3	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	71	717	170	303	679	99	126	431	30	136	494	206				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84				
PHF Volume:	85	853	202	360	808	118	150	513	36	161	588	245				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	85	853	202	360	808	118	150	513	36	161	588	245				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	85	853	202	360	808	118	150	513	36	161	588	245				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2991	209	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.27	0.13	0.23	0.25	0.07	0.09	0.17	0.17	0.10	0.18	0.15				
Crit Moves:		****		****			****				****					

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	757	357	545	636	0	594	1	461	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	784	370	565	659	0	615	1	478	0	0	0				
Added Vol:	0	10	4	0	23	0	0	0	10	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	794	374	565	682	0	615	1	488	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93				
PHF Volume:	0	854	402	607	733	0	662	1	524	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	854	402	607	733	0	662	1	524	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	854	402	607	733	0	662	1	524	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.67	0.01	1.32	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2676	5	2120	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.25	0.21	0.23	0.00	0.25	0.25	0.25	0.00	0.00	0.00				
Crit Moves:			****	****			****									

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
AM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	352	999	0	0	1001	649	0	0	0	182	0	389				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	365	1035	0	0	1037	672	0	0	0	189	0	403				
Added Vol:	4	5	0	0	13	0	0	0	0	10	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	369	1040	0	0	1050	672	0	0	0	199	0	403				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94				
PHF Volume:	392	1106	0	0	1117	715	0	0	0	211	0	429				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	392	1106	0	0	1117	715	0	0	0	211	0	429				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	392	1106	0	0	1117	715	0	0	0	211	0	429				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.00	0.00	2.00				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1600	0	3200				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.35	0.00	0.00	0.35	0.45	0.00	0.00	0.00	0.13	0.00	0.13				
Crit Moves:	****					****						****				

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

Scenario Report

Scenario:	2035 wp pm
Command:	2035 wp pm
Volume:	2035wp pm
Geometry:	future wp pm
Impact Fee:	Default Impact Fee
Trip Generation:	pm
Trip Distribution:	project
Paths:	Default Path
Routes:	Default Route
Configuration:	2035 wp pm

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 I-110 SB Ramps / El Segundo Bl	D	xxxxx	0.863	D	xxxxx	0.884	+ 0.021
# 2 I-110 NB Ramps / El Segundo Bl	E	xxxxx	0.925	E	xxxxx	0.960	+ 0.035
# 3 Figueroa St / El Segundo Blvd	C	xxxxx	0.785	D	xxxxx	0.808	+ 0.024
# 4 Broadway / El Segundo Blvd	A	xxxxx	0.593	B	xxxxx	0.614	+ 0.021
# 5 Main St / El Segundo Blvd	B	xxxxx	0.680	C	xxxxx	0.707	+ 0.027
# 6 San Pedro St / El Segundo Blvd	A	xxxxx	0.599	B	xxxxx	0.634	+ 0.034
# 7 Avalon Blvd / El Segundo Blvd	D	xxxxx	0.836	D	xxxxx	0.888	+ 0.052
# 8 McKinley Ave / El Segundo Blvd	A	xxxxx	0.552	B	xxxxx	0.618	+ 0.066
# 11 Central Ave / El Segundo Blvd	D	xxxxx	0.879	D	xxxxx	0.888	+ 0.010
# 12 Avalon Blvd / 120th St	C	xxxxx	0.757	C	xxxxx	0.774	+ 0.017
# 14 Central Ave / 120th St	D	xxxxx	0.822	D	xxxxx	0.852	+ 0.030
# 15 Central Ave / I-105 EB Ramps	D	xxxxx	0.810	D	xxxxx	0.829	+ 0.018
# 16 Central Ave / I-105 WB Ramps	D	xxxxx	0.805	D	xxxxx	0.829	+ 0.024

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #1 I-110 SB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		10	0	10		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	1!	0 1	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	0		466	0	400		0	1317	651		222	785	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	0	0	0		483	0	414		0	1364	674		230	813	0	
Added Vol:	0	0	0		24	0	0		0	20	0		18	15	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	0	0		507	0	414		0	1384	674		248	828	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	0	0	0		512	0	419		0	1398	681		250	837	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		512	0	419		0	1398	681		250	837	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		512	0	419		0	1398	681		250	837	0	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.65	0.01	1.34		0.00	2.02	0.98		1.00	3.00	0.00	
Final Sat.:	0	0	0		2641	0	2159		0	3228	1572		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.00	0.19		0.00	0.43	0.43		0.16	0.17	0.00	
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #2 I-110 NB Ramps / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.960
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	163	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Ovl				Include			
Min. Green:	10	0	10		0	0	0		0	10	10		5	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1!	0 0	0	0	0	0 0	0	0	2	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	281	0	263		0	0	0		0	1342	474		306	753	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	291	0	272		0	0	0		0	1390	491		317	780	0	
Added Vol:	0	0	24		0	0	0		0	43	0		18	34	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	291	0	296		0	0	0		0	1433	491		335	814	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	297	0	303		0	0	0		0	1463	501		342	831	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	297	0	303		0	0	0		0	1463	501		342	831	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	297	0	303		0	0	0		0	1463	501		342	831	0	
OvlAdjVol:											199					
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	3.00	0.00	
Final Sat.:	1600	0	1600		0	0	0		0	3200	1600		1600	4800	0	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.00	0.19		0.00	0.00	0.00		0.00	0.46	0.31		0.21	0.17	0.00	
OvlAdjV/S:											0.12					
Crit Moves:					****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #3 Figueroa St / El Segundo Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Prot+Permit				Prot+Permit			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0
Volume Module:																
Base Vol:	174	546	149		84	316	98		133	1280	148		39	844	104	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	180	566	154		87	327	102		138	1326	153		40	874	108	
Added Vol:	0	0	0		4	0	0		0	67	0		0	52	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	180	566	154		91	327	102		138	1393	153		40	926	111	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98	
PHF Volume:	184	577	158		93	334	104		141	1422	156		41	945	113	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	184	577	158		93	334	104		141	1422	156		41	945	113	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	184	577	158		93	334	104		141	1422	156		41	945	113	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.68	0.32	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	4287	513	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.18	0.10		0.06	0.10	0.06		0.09	0.44	0.10		0.03	0.22	0.22	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #4 Broadway / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	112	327	121		85	171	78		112	1329	44		25	790	89	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	116	339	125		88	177	81		116	1377	46		26	818	92	
Added Vol:	0	0	0		8	0	0		0	71	0		0	55	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	116	339	125		96	177	81		116	1448	46		26	873	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	121	353	131		100	185	84		121	1508	47		27	910	102	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	121	353	131		100	185	84		121	1508	47		27	910	102	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	121	353	131		100	185	84		121	1508	47		27	910	102	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.91	0.09		1.00	2.70	0.30	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4653	147		1600	4315	485	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.11	0.08		0.06	0.06	0.05		0.08	0.32	0.32		0.02	0.21	0.21	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #5 Main St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	113	414	98		107	197	57		119	1377	65		57	703	54	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	117	429	102		111	204	59		123	1427	67		59	728	56	
Added Vol:	0	0	8		8	0	0		0	79	0		6	61	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	117	429	110		119	204	59		123	1506	67		65	789	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	123	451	115		125	215	62		130	1585	71		68	831	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	451	115		125	215	62		130	1585	71		68	831	65	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	123	451	115		125	215	62		130	1585	71		68	831	65	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.55	0.45		1.00	2.87	0.13		1.00	2.78	0.22	
Final Sat.:	1600	3200	1600		1600	2482	718		1600	4595	205		1600	4451	349	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.14	0.07		0.08	0.09	0.09		0.08	0.34	0.34		0.04	0.19	0.19	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #6 San Pedro St / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	84	226	48		70	154	87		114	1420	78		29	679	80	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	87	234	50		73	160	90		118	1471	81		30	703	83	
Added Vol:	0	0	8		8	0	0		0	95	0		6	73	6	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	87	234	58		81	160	90		118	1566	81		36	776	89	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	92	246	61		85	168	95		124	1649	85		38	817	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	246	61		85	168	95		124	1649	85		38	817	94	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	92	246	61		85	168	95		124	1649	85		38	817	94	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.60	0.40		1.00	1.28	0.72		1.00	2.85	0.15		1.00	2.69	0.31	
Final Sat.:	1600	2567	633		1600	2045	1155		1600	4564	236		1600	4307	493	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10	0.10		0.05	0.08	0.08		0.08	0.36	0.36		0.02	0.19	0.19	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #7 Avalon Blvd / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		5	10	10		5	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	125	679	167		165	500	87		129	1275	123		120	583	121	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	130	703	173		171	518	90		134	1321	127		124	604	125	
Added Vol:	0	8	24		28	5	15		23	88	0		19	71	24	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	130	711	197		199	523	105		157	1409	127		143	675	149	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	135	741	205		207	545	110		163	1468	133		149	703	156	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	135	741	205		207	545	110		163	1468	133		149	703	156	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	135	741	205		207	545	110		163	1468	133		149	703	156	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.75	0.25		1.00	2.46	0.54	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	4402	398		1600	3930	870	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.23	0.13		0.13	0.17	0.07		0.10	0.33	0.33		0.09	0.18	0.18	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #8 McKinley Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	2	1 0	1	0	2	1 0
Volume Module:																
Base Vol:	28	0	29		0	0	0		0	1620	76		48	788	0	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	29	0	30		0	0	0		0	1678	79		50	816	0	
Added Vol:	0	12	0		88	8	89		135	4	0		0	25	134	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	29	12	30		88	8	89		135	1682	79		50	841	134	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96	
PHF Volume:	30	13	31		92	8	93		141	1752	82		52	876	140	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	13	31		92	8	93		141	1752	82		52	876	140	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	30	13	31		92	8	93		141	1752	82		52	876	140	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.41	0.17	0.42		0.92	0.08	1.00		1.00	2.87	0.13		1.00	2.59	0.41	
Final Sat.:	653	270	677		1467	133	1600		1600	4585	215		1600	4141	659	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.05	0.05		0.06	0.06	0.06		0.09	0.38	0.38		0.03	0.21	0.21	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #11 Central Ave / El Segundo Blvd

Cycle (sec):	90	Critical Vol./Cap.(X):	0.888
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Prot+Permit				Prot+Permit				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	10		5	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	100	672	199		177	722	171		275	1099	169		128	544	80	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	104	696	206		183	748	177		285	1139	175		133	564	83	
Added Vol:	39	0	0		0	0	60		53	31	31		0	39	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	143	696	206		183	748	237		338	1170	206		133	603	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99		0.99	0.99	0.99	
PHF Volume:	144	703	208		185	756	240		341	1181	208		134	609	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	144	703	208		185	756	240		341	1181	208		134	609	84	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	144	703	208		185	756	240		341	1181	208		134	609	84	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1600	3200	1600		1600	3200	1600		1600	3200	1600		1600	3200	1600	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.22	0.13		0.12	0.24	0.15		0.21	0.37	0.13		0.08	0.19	0.05	
Crit Moves:		****			****					****			****			

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #12 Avalon Blvd / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.774
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10		10	10	10		10	10	10		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	0 1	1	0	1	1 0	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	66	695	137		108	507	32		92	418	65		131	436	99	
Growth Adj:	1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04		1.04	1.04	1.04	
Initial Bse:	68	720	142		112	525	33		95	433	67		136	452	103	
Added Vol:	11	14	20		12	16	0		0	12	12		24	8	8	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	79	734	162		124	541	33		95	445	79		160	460	111	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97	
PHF Volume:	82	757	167		128	558	34		98	459	82		165	474	114	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	757	167		128	558	34		98	459	82		165	474	114	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	82	757	167		128	558	34		98	459	82		165	474	114	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.88	0.12		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1600	3200	1600		1600	3015	185		1600	1600	1600		1600	1600	1600	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.24	0.10		0.08	0.19	0.19		0.06	0.29	0.05		0.10	0.30	0.07	
Crit Moves:		****			****				****					****		

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #14 Central Ave / 120th St

Cycle (sec):	90	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	69	833	151	254	856	122	134	450	87	142	333	299				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	71	863	156	263	887	126	139	466	90	147	345	310				
Added Vol:	0	43	11	0	48	39	26	8	0	12	12	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	71	906	167	263	935	165	165	474	90	159	357	310				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99				
PHF Volume:	72	915	169	266	944	167	166	479	91	161	361	313				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	72	915	169	266	944	167	166	479	91	161	361	313				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	72	915	169	266	944	167	166	479	91	161	361	313				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	1.00	2.00	1.00				
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	2689	511	1600	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.29	0.11	0.17	0.30	0.10	0.10	0.18	0.18	0.10	0.11	0.20				
Crit Moves:		****		****			****					****				

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #15 Central Ave / I-105 EB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	10	10	5	10	0	10	10	10	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	0	0	3	0 1	2	0	2	0 0	1	0	1! 0	1	0	0	0	0 0
Volume Module:																
Base Vol:	0	963	372	479	834	0	551	241	486	0	0	0				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	0	998	385	496	864	0	571	250	503	0	0	0				
Added Vol:	0	49	19	0	59	0	0	0	28	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	0	1047	404	496	923	0	571	250	531	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	0	1079	417	512	952	0	588	257	548	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1079	417	512	952	0	588	257	548	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	1079	417	512	952	0	588	257	548	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	3.00	1.00	2.00	2.00	0.00	1.27	0.55	1.18	0.00	0.00	0.00				
Final Sat.:	0	4800	1600	2880	3200	0	2027	886	1887	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.22	0.26	0.18	0.30	0.00	0.29	0.29	0.29	0.00	0.00	0.00				
Crit Moves:			****	****				****								

Earvin Magic Johnson Park TIA
Horizon Year 2035 Conditions With Project
PM Peak Hour

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

Intersection #16 Central Ave / I-105 WB Ramps

Cycle (sec):	90	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	5	10	0	0	10	10	0	0	0	10	0	10				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	2	0	2	0 0	0	0	2	0 1	0	0	0	0 0	1	0	1!	0 1
Volume Module:																
Base Vol:	431	1062	0	0	1015	454	0	0	0	309	0	619				
Growth Adj:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04				
Initial Bse:	447	1100	0	0	1052	470	0	0	0	320	0	641				
Added Vol:	21	27	0	0	35	0	0	0	0	24	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	468	1127	0	0	1087	470	0	0	0	344	0	641				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	482	1162	0	0	1120	485	0	0	0	355	0	661				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	482	1162	0	0	1120	485	0	0	0	355	0	661				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	482	1162	0	0	1120	485	0	0	0	355	0	661				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	1.05	xxxx	1.95				
Final Sat.:	2880	3200	0	0	3200	1600	0	0	0	1676	0	3124				
Capacity Analysis Module:																
Vol/Sat:	0.17	0.36	0.00	0.00	0.35	0.30	0.00	0.00	0.00	0.21	0.00	0.21				
Crit Moves:	****				****							****				

Unsignalized Intersections (HCM)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	559	8	8	1269	33	16	0	8	7	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	32	621	9	9	1410	37	18	0	9	8	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1447			630			1178	2154	211	1718	2141	488
vC1, stage 1 conf vol							690	690		1446	1446	
vC2, stage 2 conf vol							488	1464		271	694	
vCu, unblocked vol	1447			630			1178	2154	211	1718	2141	488
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			99			94	100	99	94	100	99
cM capacity (veh/h)	464			948			316	146	794	132	173	525

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	188	311	164	361	705	389	27	11
Volume Left	32	0	0	9	0	0	18	8
Volume Right	0	0	9	0	0	37	9	3
cSH	464	1700	1700	948	1700	1700	395	170
Volume to Capacity	0.07	0.18	0.10	0.01	0.41	0.23	0.07	0.07
Queue Length 95th (ft)	6	0	0	1	0	0	5	5
Control Delay (s)	3.1	0.0	0.0	0.3	0.0	0.0	14.8	27.6
Lane LOS	A			A			B	D
Approach Delay (s)	0.9			0.1			14.8	27.6
Approach LOS							B	D

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	384	7	7	401	5	4	1	4	17	1	21
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	404	7	7	422	5	4	1	4	18	1	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	427			412			863	865	408	867	866	425
vC1, stage 1 conf vol							423	423		439	439	
vC2, stage 2 conf vol							440	442		427	426	
vCu, unblocked vol	427			412			863	865	408	867	866	425
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	100	99	96	100	97
cM capacity (veh/h)	1132			1147			464	467	643	475	467	634

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	419	435	9	41
Volume Left	7	7	4	18
Volume Right	7	5	4	22
cSH	1132	1147	530	549
Volume to Capacity	0.01	0.01	0.02	0.07
Queue Length 95th (ft)	0	0	1	6
Control Delay (s)	0.2	0.2	11.9	12.1
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.2	11.9	12.1
Approach LOS			B	B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	3	3	731	5	5	729
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	3	795	5	5	792
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1204	400			800	
vC1, stage 1 conf vol	797					
vC2, stage 2 conf vol	407					
vCu, unblocked vol	1204	400			800	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			99	
cM capacity (veh/h)	363	600			819	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	7	530	270	270	528
Volume Left	3	0	0	5	0
Volume Right	3	0	5	0	0
cSH	452	1700	1700	819	1700
Volume to Capacity	0.01	0.31	0.16	0.01	0.31
Queue Length 95th (ft)	1	0	0	1	0
Control Delay (s)	13.1	0.0	0.0	0.3	0.0
Lane LOS	B			A	
Approach Delay (s)	13.1	0.0		0.1	
Approach LOS	B				

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	33.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	1716	13	7	1020	7	7	0	10	29	1	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	9	1769	13	7	1052	7	7	0	10	30	1	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1059			1782			2160	2868	596	1678	2871	354
vC1, stage 1 conf vol							1794	1794		1070	1070	
vC2, stage 2 conf vol							365	1073		608	1801	
vCu, unblocked vol	1059			1782			2160	2868	596	1678	2871	354
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			91	100	98	85	99	95
cM capacity (veh/h)	654			344			80	116	449	205	109	645

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	452	885	456	270	526	270	18	62
Volume Left	9	0	0	7	0	0	7	30
Volume Right	0	0	13	0	0	7	10	31
cSH	654	1700	1700	344	1700	1700	156	305
Volume to Capacity	0.01	0.52	0.27	0.02	0.31	0.16	0.11	0.20
Queue Length 95th (ft)	1	0	0	2	0	0	9	19
Control Delay (s)	0.4	0.0	0.0	0.8	0.0	0.0	31.0	19.8
Lane LOS	A			A			D	C
Approach Delay (s)	0.1			0.2			31.0	19.8
Approach LOS							D	C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	688	31	31	598	17	20	1	20	26	1	22
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	35	732	33	33	636	18	21	1	21	28	1	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	654			765			1530	1539	748	1552	1546	645
vC1, stage 1 conf vol							819	819		711	711	
vC2, stage 2 conf vol							712	720		840	835	
vCu, unblocked vol	654			765			1530	1539	748	1552	1546	645
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			96			92	100	95	89	100	95
cM capacity (veh/h)	933			848			258	280	412	247	274	476

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	800	687	44	52
Volume Left	35	33	21	28
Volume Right	33	18	21	23
cSH	933	848	316	316
Volume to Capacity	0.04	0.04	0.14	0.17
Queue Length 95th (ft)	3	3	12	15
Control Delay (s)	1.0	1.0	18.2	18.6
Lane LOS	A	A	C	C
Approach Delay (s)	1.0	1.0	18.2	18.6
Approach LOS			C	C

Intersection Summary			
Average Delay	2.1		
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	13	994	23	19	812
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	16	14	1035	24	20	846
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLTL			TWLTL
Median storage veh)			2			2
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1510	530			1059	
vC1, stage 1 conf vol	1047					
vC2, stage 2 conf vol	462					
vCu, unblocked vol	1510	530			1059	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3			2.2	
p0 queue free %	94	97			97	
cM capacity (veh/h)	272	494			653	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	29	690	369	302	564
Volume Left	16	0	0	20	0
Volume Right	14	0	24	0	0
cSH	344	1700	1700	653	1700
Volume to Capacity	0.08	0.41	0.22	0.03	0.33
Queue Length 95th (ft)	7	0	0	2	0
Control Delay (s)	16.4	0.0	0.0	1.1	0.0
Lane LOS	C			A	
Approach Delay (s)	16.4	0.0		0.4	
Approach LOS	C				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX G

Traffic Signal Warrant Worksheets

PEAK HOUR WARRANT (WARRANT 3)
EXISTING CONDITIONS
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

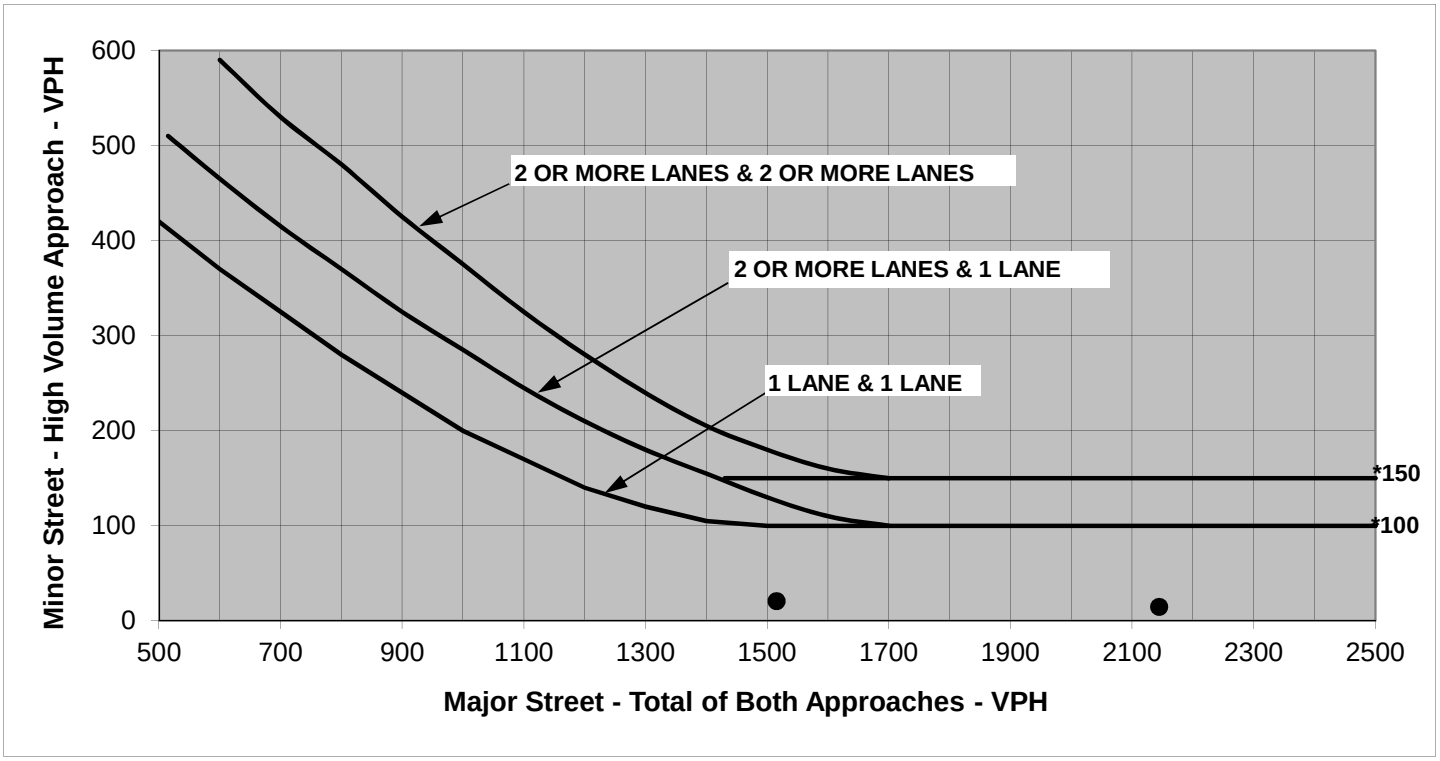
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1515	2144
Higher Approach - Minor Street	X		21	15

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Existing Conditions



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.

PEAK HOUR WARRANT (WARRANT 3)
EXISTING PLUS PROJECT CONDITIONS
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

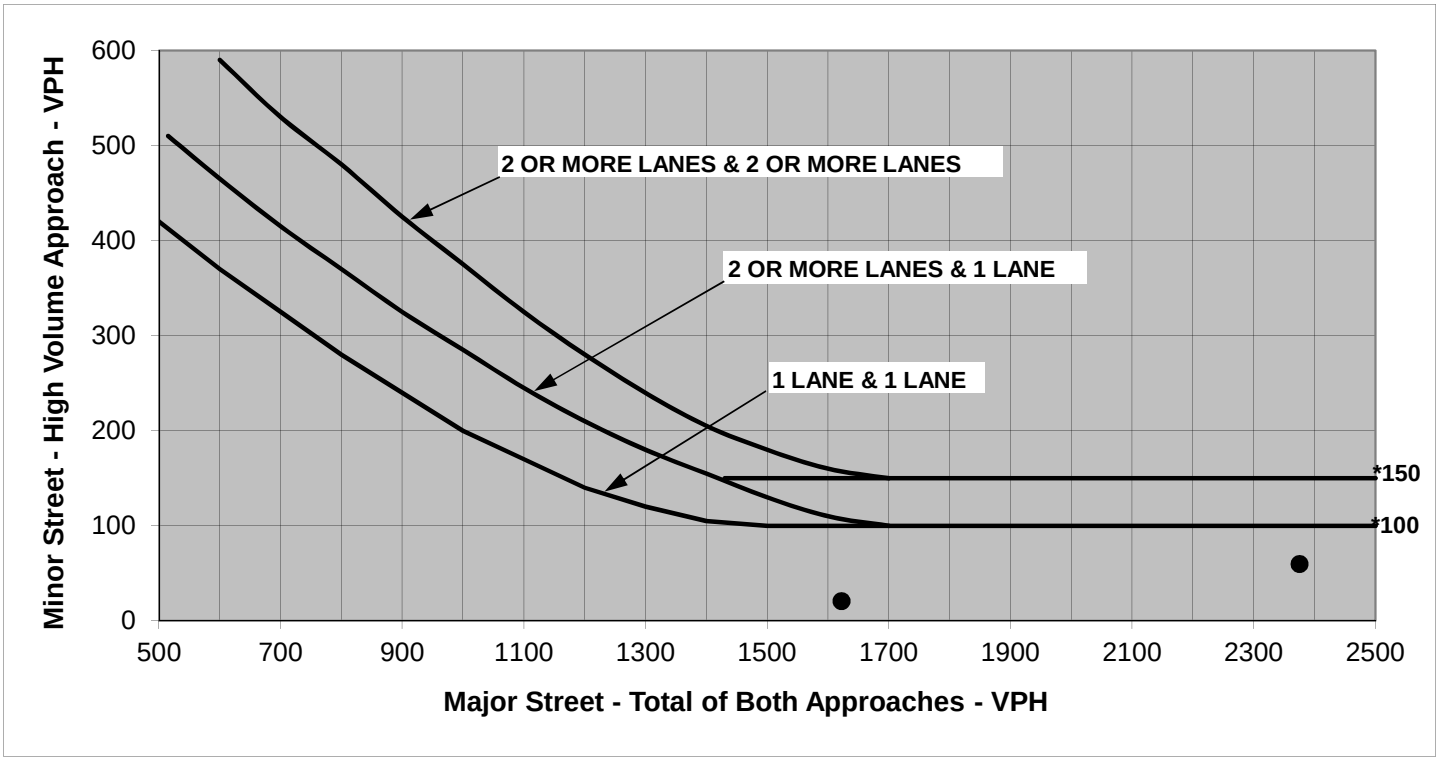
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1622	2375
Higher Approach - Minor Street	X		21	60

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Existing Plus Project Conditions



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.

PEAK HOUR WARRANT (WARRANT 3)
YEAR 2020 CUMULATIVE CONDITIONS WITHOUT PROJECT
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

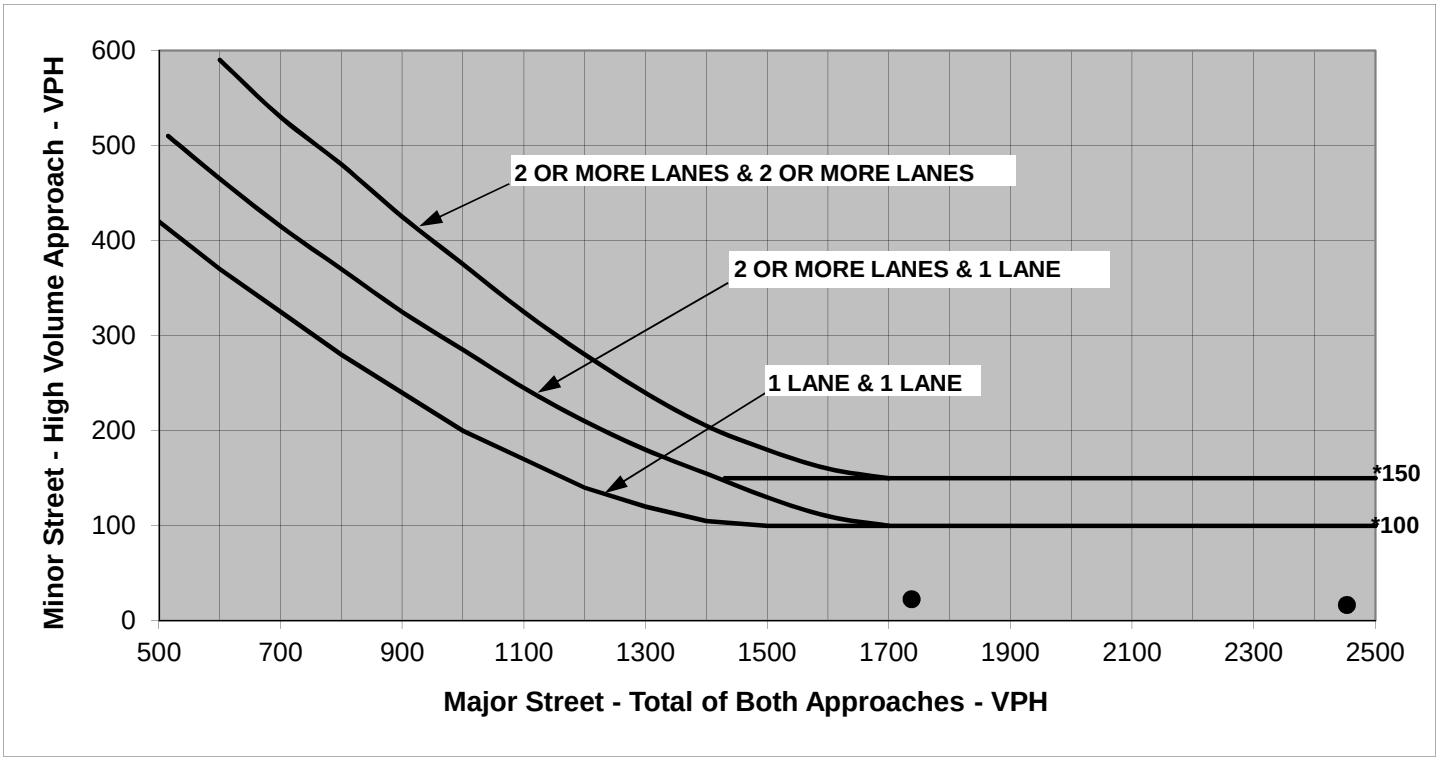
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1737	2453
Higher Approach - Minor Street	X		23	17

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Year 2020 Cumulative Conditions Without Project



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.

PEAK HOUR WARRANT (WARRANT 3)
YEAR 2020 CUMULATIVE CONDITIONS WITH PROJECT
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

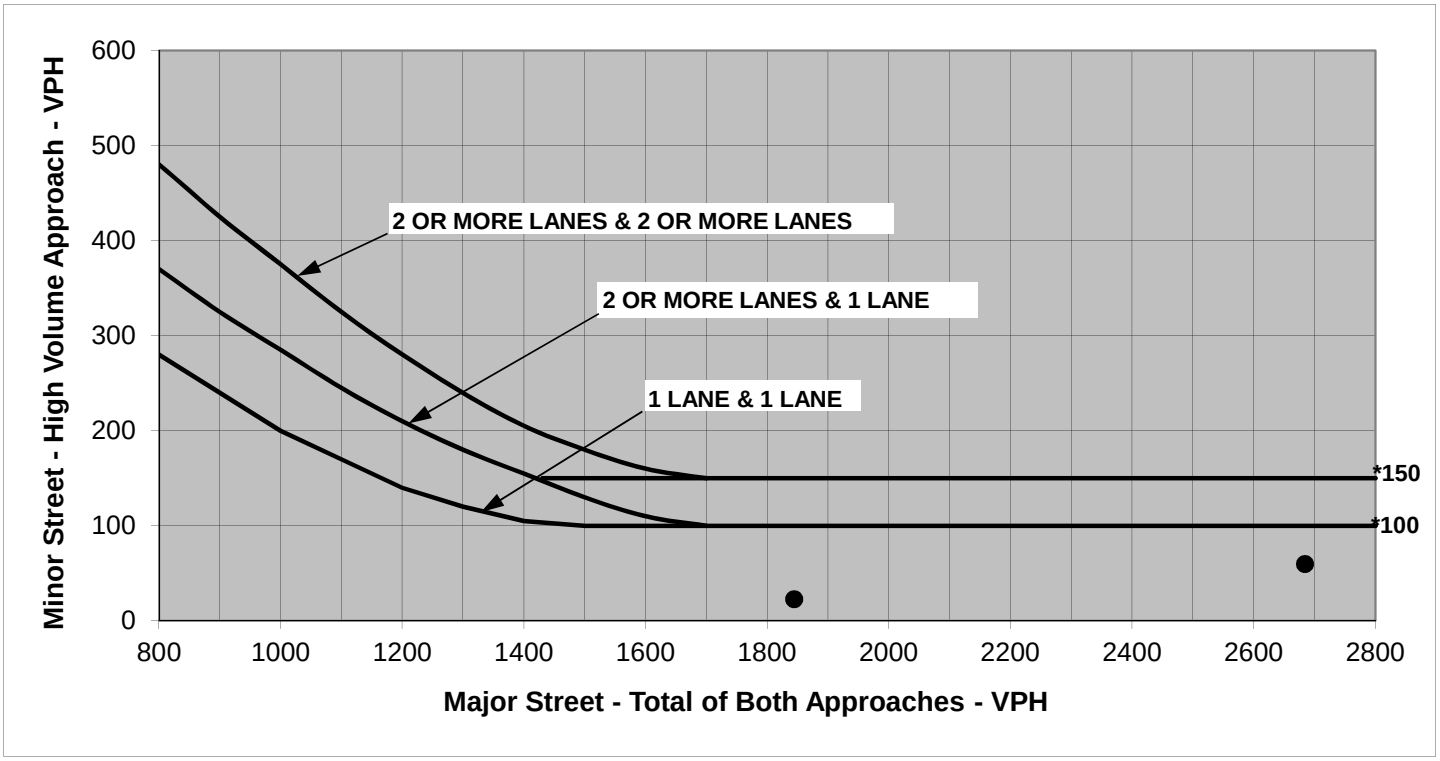
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1844	2684
Higher Approach - Minor Street	X		23	60

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Year 2020 Cumulative Conditions With Project



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.

PEAK HOUR WARRANT (WARRANT 3)
HORIZON YEAR 2035 CONDITIONS WITHOUT PROJECT
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

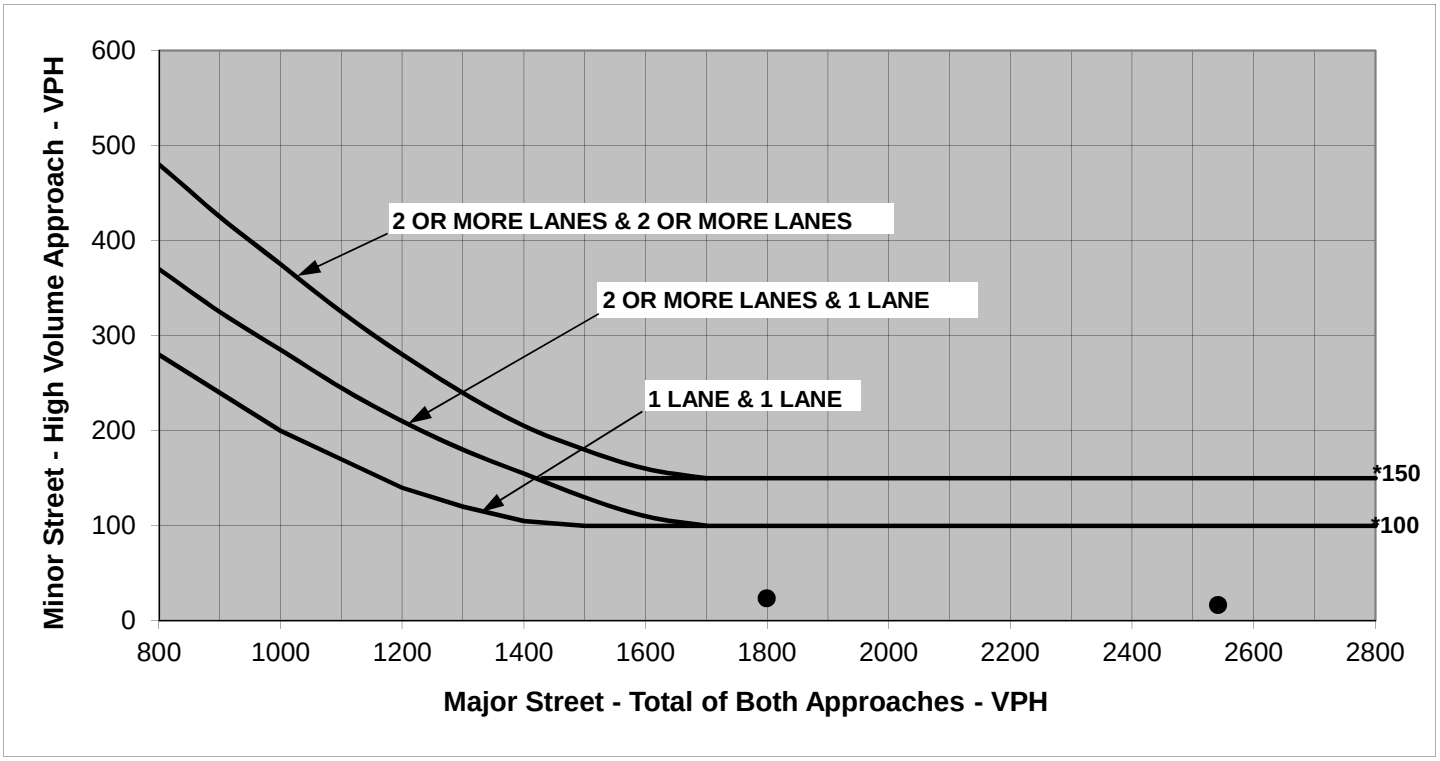
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1799	2541
Higher Approach - Minor Street	X		24	17

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Horizon Year 2035 Conditions Without Project



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.

PEAK HOUR WARRANT (WARRANT 3)
HORIZON YEAR 2035 CONDITIONS WITH PROJECT
EL SEGUNDO BOULEVARD / CLOVIS AVENUE

WARRANT 3 - Peak Hour **100% SATISFIED** **YES** ☐ **NO** ☑
(Part A or Part B must be satisfied)

PART A **SATISFIED** **YES** ☐ **NO** ☑
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP signs equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☑
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☐	NO ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☑	NO ☐

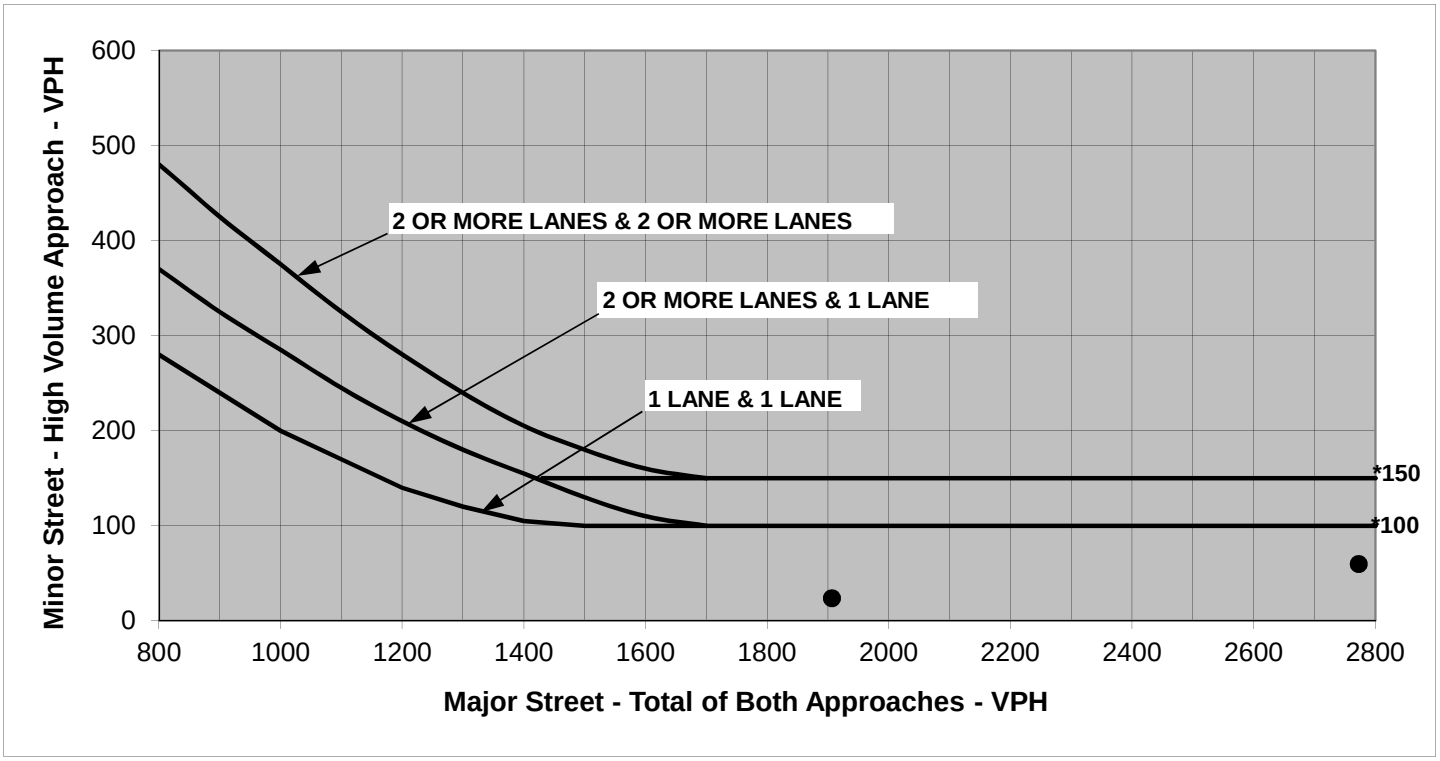
PART B **SATISFIED** **YES** ☐ **NO** ☑

APPROACH LANES	One	2 or More	Peak Hour 7:15 AM-8:15 AM	Peak Hour 4:45 PM-5:45 PM
Both Approaches - Major Street		X	1906	2772
Higher Approach - Minor Street	X		24	60

The plotted point falls above the curve in Figure 4C-3	YES ☐	NO ☑
OR, The plotted points fall above the curves in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3. Warrant 3, Peak Hour
Horizon Year 2035 Conditions With Project



Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower thershold volume for a minor-street approach with one lane.