EQUILON REFINERY TRIP GENERATION ESTIMATE

Scenario: **Construction Traffic Impact** (year 2001)

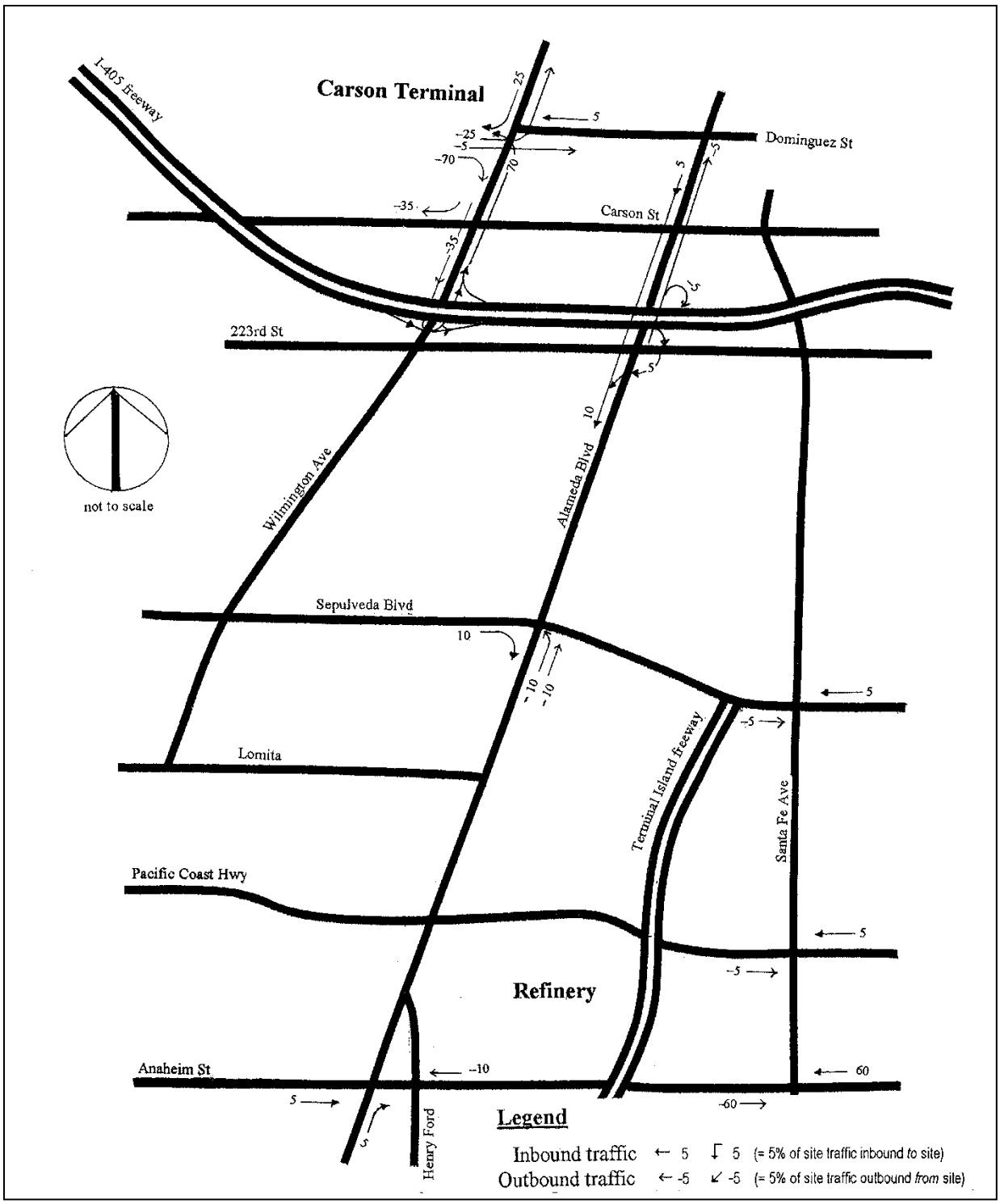
	A.M.Peak Hour		P.M. Peak Hour	
	Inbound	Outbound	Inbound	Outbound
Pacific Coast Highway refinery:				
436 worker vehicles/day (7 a.m.-5:30 p.m.)	0	0	0	436
16 trucks/day x 3 PCE* = 48 PCE*	6	0	0	6
Total:	6	0	0	442
Carson terminal:				
55 worker vehicles/day (7 a.m.-5:30 p.m.)	0	0	0	55
6 trucks/day x 3 PCE* = 18 PCE*	3	0	0	3
Total:	3	0	0	58

Note: PCE = Passenger Car Equivalent

Scenario: **Operational Phase Traffic Impact** (year 2003)

	A.M.Peak Hour		P.M. Peak Hour	
	Inbound	Outbound	Inbound	Outbound
Pacific Coast Highway refinery:				
0 worker vehicles/day (8 a.m.-5 p.m.)	0	0	0	0
0 trucks/day x 3 PCE* = 0 PCE*	0	0	0	0
Total:	0	0	0	0
Carson terminal:				
2 worker vehicles/day (8 a.m.-5 p.m.)	0	0	0	2
150 trucks/day x 3 PCE* = 450 PCE*	57	0	0	57
Total:	57	0	0	59

Note: PCE = Passenger Car Equivalent



TRIP DISTRIBUTION ASSUMPTIONS
EQUILON REFINERY

EQUILON REFINERY CONSTRUCTION TRAFFIC IMPACTS

LEVEL OF SERVICE ANALYSIS
P.M. PEAK HOUR c:eqPMC.ivc

(Ambient Traffic Growth: 1 % per year)

	Year 2000			Forecast Year 2001			Plus Proposed Construction			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Alameda St and I-405 Ramps	A	5.0	0.382	A	5.0	0.385	A	5.0	0.392	+0.007
Alameda St and 223rd Ramp	A	5.0	0.327	A	5.0	0.330	A	5.0	0.339	+0.009
ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.549	A	5.0	0.554	A	5.0	0.554	+0.000
Alameda St and Sepulveda Blvd	A	5.0	0.432	A	5.0	0.436	A	5.0	0.464	+0.028
Alameda St and PCH	B	6.7	0.617	B	7.2	0.622	B	7.2	0.622	+0.000
Alameda St and Anaheim St	B	14.0	0.690	B	14.7	0.697	C	16.1	0.711	+0.014
Wilmington Ave and 223rd St	E	57.6	0.988	E	59.4	0.997	E	59.4	0.997	+0.000
Wilmington Ave and Sepulveda Blvd	A	5.0	0.595	B	5.1	0.601	B	5.1	0.601	+0.000
Santa Fe and PCH	B	14.3	0.693	B	15.0	0.700	C	15.6	0.706	+0.006
Wilmington and Carson	B	12.4	0.674	B	13.1	0.681	B	14.0	0.690	+0.009
Wilmington and Dominguez	A	5.0	0.521	A	5.0	0.526	A	5.0	0.532	+0.006
Wilmington and I405 NB Ramp	B	6.4	0.614	B	7.0	0.620	B	7.4	0.624	+0.004
Wilmington and I405 SB Ramp	C	22.4	0.774	C	23.1	0.781	C	24.0	0.790	+0.009

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

Alameda St and I-405 Ramps

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	22	0	0	0	0	0	0	0	0	0	0	0	22
NR	22	0	0	0	0	0	0	0	0	0	0	0	22
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	44	0	0	0	0	0	0	0	0	0	0	0	44

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	381	0.119	385	0.120	407	0.127	407	0.127
RIGHT	1.00	1600	91	0.057	92	0.057	114	0.071	114	0.071
SB LEFT	1.00	1600	108	0.068	109	0.068	109	0.068	109	0.068
THRU	3.00	4800	354	0.074	358	0.074	358	0.074	358	0.074
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.00	1600	232	0.145	234	0.146	234	0.146	234	0.146
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	106	0.066	107	0.067	107	0.067	107	0.067
Intersection Volume			1272		1285		1329		1329	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.382		0.385		0.392		0.392	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and 223rd Ramp

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	44	0	0	0	0	0	0	0	0	0	0	0	44
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	44	0	0	0	0	0	0	0	0	0	0	0	44

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	472	0.175	477	0.177	521	0.186	521	0.186
RIGHT	0.00	0	367	0.000	371	0.000	371	0.000	371	0.000
SB LEFT	1.00	1600	86	0.054	87	0.054	87	0.054	87	0.054
THRU	3.00	4800	480	0.100	485	0.101	485	0.101	485	0.101
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.00	1600	78	0.049	79	0.049	79	0.049	79	0.049
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	103	0.064	104	0.065	104	0.065	104	0.065
Intersection Volume			1586		1602		1646		1646	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.327		0.330		0.339		0.339	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

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

File: C:eqPMC.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	1.00	1600	0	0.002	0	0.002	0	0.002	0	0.002
RIGHT	0.00	0	3	0.000	3	0.000	3	0.000	3	0.000
SB LEFT	1.00	1600	126	0.079	127	0.080	127	0.080	127	0.080
THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	33	0.021	33	0.021	33	0.021	33	0.021
EB LEFT	2.00	3120	706	0.226	713	0.229	713	0.229	713	0.229
THRU	2.00	3200	1337	0.418	1350	0.422	1350	0.422	1350	0.422
RIGHT	1.00	1600	1	0.001	1	0.001	1	0.001	1	0.001
WB LEFT	1.00	1600	1	0.001	1	0.001	1	0.001	1	0.001
THRU	2.00	3200	474	0.148	479	0.150	479	0.150	479	0.150
RIGHT	1.00	1600	285	0.178	288	0.180	288	0.180	288	0.180
Intersection Volume			2966		2996		2996		2996	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.549		0.554		0.554		0.554	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and Sepulveda Blvd

File: C:eqPMC.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	44	0	0	0	0	0	0	0	0	0	0	0	44
NT	44	0	0	0	0	0	0	0	0	0	0	0	44
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	88	0	0	0	0	0	0	0	0	0	0	0	88

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	119	0.074	120	0.075	164	0.103	164	0.103
THRU	3.00	4800	422	0.120	426	0.121	470	0.130	470	0.130
RIGHT	0.00	0	154	0.000	156	0.000	156	0.000	156	0.000
SB LEFT	1.00	1600	6	0.004	6	0.004	6	0.004	6	0.004
THRU	2.00	3200	418	0.131	422	0.132	422	0.132	422	0.132
RIGHT	1.00	1600	122	0.076	123	0.077	123	0.077	123	0.077
EB LEFT	1.00	1600	128	0.080	129	0.081	129	0.081	129	0.081
THRU	2.00	3200	249	0.117	251	0.118	251	0.118	251	0.118
RIGHT	0.00	0	125	0.000	126	0.000	126	0.000	126	0.000
WB LEFT	1.00	1600	45	0.028	45	0.028	45	0.028	45	0.028
THRU	2.00	3200	311	0.097	314	0.098	314	0.098	314	0.098
RIGHT	1.00	1600	86	0.054	87	0.054	87	0.054	87	0.054
Intersection Volume			2185		2207		2295		2295	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.432		0.436		0.464		0.464	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and PCH

File: C:eqPMC.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	88	0	0	0	0	0	0	0	0	0	0	0	88
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	88	0	0	0	0	0	0	0	0	0	0	0	88

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	128	0.080	129	0.081	129	0.081	129	0.081
THRU	2.00	3200	129	0.040	130	0.041	130	0.041	130	0.041
RIGHT	1.00	1600	137	0.086	138	0.086	227	0.142	227	0.142
SB LEFT	1.00	1600	68	0.043	69	0.043	69	0.043	69	0.043
THRU	2.00	3200	119	0.037	120	0.038	120	0.038	120	0.038
RIGHT	1.00	1600	132	0.083	133	0.083	133	0.083	133	0.083
EB LEFT	1.00	1600	111	0.069	112	0.070	112	0.070	112	0.070
THRU	2.00	3200	1168	0.395	1180	0.399	1180	0.399	1180	0.399
RIGHT	0.00	0	96	0.000	97	0.000	97	0.000	97	0.000
WB LEFT	1.00	1600	87	0.054	88	0.055	88	0.055	88	0.055
THRU	2.00	3200	1004	0.314	1014	0.317	1014	0.317	1014	0.317
RIGHT	1.00	1600	85	0.053	86	0.054	86	0.054	86	0.054
Intersection Volume			3264		3297		3385		3385	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.617		0.622		0.622		0.622	
Stopped Delay (sec/veh)			6.7		7.2		7.2		7.2	
LEVEL OF SERVICE (LOS)			B		B		B		B	

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

Alameda St and Anaheim St

File: C:eqPMC.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	22	0	0	0	0	0	0	0	0	0	0	0	22
WT	22	0	0	0	0	0	0	0	0	0	0	0	22
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	44	0	0	0	0	0	0	0	0	0	0	0	44

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	19	0.012	19	0.012	19	0.012	19	0.012
THRU	2.00	3200	137	0.043	138	0.043	138	0.043	138	0.043
RIGHT	1.00	1600	536	0.335	541	0.338	541	0.338	541	0.338
SB LEFT	1.00	1600	6	0.004	6	0.004	6	0.004	6	0.004
THRU	2.00	3200	91	0.028	92	0.029	92	0.029	92	0.029
RIGHT	1.00	1600	116	0.072	117	0.073	117	0.073	117	0.073
EB LEFT	1.00	1600	73	0.046	74	0.046	74	0.046	74	0.046
THRU	2.00	3200	899	0.281	908	0.284	908	0.284	908	0.284
RIGHT	1.00	1600	8	0.005	8	0.005	8	0.005	8	0.005
WB LEFT	2.00	3120	244	0.078	246	0.079	269	0.086	269	0.086
THRU	1.00	1600	877	0.548	886	0.554	908	0.567	908	0.567
RIGHT	1.00	1600	32	0.020	32	0.020	32	0.020	32	0.020
Intersection Volume			3038		3068		3113		3113	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.690		0.697		0.711		0.711	
Stopped Delay (sec/veh)			14.0		14.7		16.1		16.1	
LEVEL OF SERVICE (LOS)			B		B		C		C	

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

Wilmington Ave and 223rd St

File: C:eqPMC.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	44	0.027	44	0.028	44	0.028	44	0.028
THRU	2.00	3200	1108	0.346	1119	0.350	1119	0.350	1119	0.350
RIGHT	1.00	1600	567	0.354	573	0.358	573	0.358	573	0.358
SB LEFT	1.00	1600	209	0.131	211	0.132	211	0.132	211	0.132
THRU	2.00	3200	1026	0.321	1036	0.324	1036	0.324	1036	0.324
RIGHT	1.00	1600	372	0.233	376	0.235	376	0.235	376	0.235
EB LEFT	1.00	1600	466	0.291	471	0.294	471	0.294	471	0.294
THRU	2.00	3200	1121	0.350	1132	0.354	1132	0.354	1132	0.354
RIGHT	1.00	1600	14	0.009	14	0.009	14	0.009	14	0.009
WB LEFT	1.00	1600	177	0.111	179	0.112	179	0.112	179	0.112
THRU	2.00	3200	317	0.099	320	0.100	320	0.100	320	0.100
RIGHT	1.00	1600	172	0.108	174	0.109	174	0.109	174	0.109
Intersection Volume			5593		5649		5649		5649	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.988		0.997		0.997		0.997	
Stopped Delay (sec/veh)			57.6		59.4		59.4		59.4	
LEVEL OF SERVICE (LOS)			E		E		E		E	

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

Wilmington Ave and Sepulveda Blvd

File: C:eqPMC.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	22	0	0	0	0	0	0	0	0	0	0	0	22
WR	22	0	0	0	0	0	0	0	0	0	0	0	22
Sum	44	0	0	0	0	0	0	0	0	0	0	0	44

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	29	0.018	29	0.018	29	0.018	29	0.018
THRU	2.00	3200	285	0.089	288	0.090	288	0.090	288	0.090
RIGHT	1.00	1600	70	0.044	71	0.044	71	0.044	71	0.044
SB LEFT	1.00	1600	94	0.059	95	0.059	95	0.059	95	0.059
THRU	2.00	3200	532	0.166	537	0.168	537	0.168	537	0.168
RIGHT	1.00	1600	294	0.184	297	0.186	297	0.186	297	0.186
EB LEFT	1.00	1600	228	0.142	230	0.144	230	0.144	230	0.144
THRU	2.00	3200	993	0.310	1003	0.313	1003	0.313	1003	0.313
RIGHT	1.00	(Free)	19		19		19		19	
WB LEFT	1.00	1600	81	0.051	82	0.051	82	0.051	82	0.051
THRU	2.00	3200	336	0.105	339	0.106	361	0.113	361	0.113
RIGHT	1.00	1600	73	0.046	74	0.046	96	0.060	96	0.060
Intersection Volume			3034		3064		3109		3109	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.595		0.601		0.601		0.601	
Stopped Delay (sec/veh)			5.0		5.1		5.1		5.1	
LEVEL OF SERVICE (LOS)			A		B		B		B	

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

Santa Fe and PCH

File: C:eqPMC.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	22	0	0	0	0	0	0	0	0	0	0	0	22
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	22	0	0	0	0	0	0	0	0	0	0	0	22

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	119	0.074	120	0.075	120	0.075	120	0.075
THRU	2.00	3200	329	0.103	332	0.104	332	0.104	332	0.104
RIGHT	1.00	1600	134	0.084	135	0.085	135	0.085	135	0.085
SB LEFT	1.00	1600	137	0.086	138	0.086	138	0.086	138	0.086
THRU	2.00	3200	269	0.084	272	0.085	272	0.085	272	0.085
RIGHT	1.00	1600	73	0.046	74	0.046	74	0.046	74	0.046
EB LEFT	1.00	1600	134	0.084	135	0.085	135	0.085	135	0.085
THRU	2.00	3200	1293	0.404	1306	0.408	1328	0.415	1328	0.415
RIGHT	1.00	1600	90	0.056	91	0.057	91	0.057	91	0.057
WB LEFT	1.00	1600	81	0.051	82	0.051	82	0.051	82	0.051
THRU	2.00	3200	1019	0.318	1029	0.322	1029	0.322	1029	0.322
RIGHT	1.00	1600	108	0.068	109	0.068	109	0.068	109	0.068
Intersection Volume			3786		3824		3846		3846	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.693		0.700		0.706		0.706	
Stopped Delay (sec/veh)			14.3		15.0		15.6		15.6	
LEVEL OF SERVICE (LOS)			B		B		C		C	

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

Wilmington and Carson

File: C:eqPMC.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	15	0	0	0	0	0	0	0	0	0	0	15
ET	0	3	0	0	0	0	0	0	0	0	0	0	3
ER	0	41	0	0	0	0	0	0	0	0	0	0	41
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	58	0	0	0	0	0	0	0	0	0	0	58

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	189	0.118	191	0.119	191	0.119	191	0.119
THRU	2.00	3200	472	0.147	477	0.149	477	0.149	477	0.149
RIGHT	1.00	1600	162	0.101	164	0.102	164	0.102	164	0.102
SB LEFT	1.00	1600	233	0.146	235	0.147	235	0.147	235	0.147
THRU	2.00	3200	748	0.234	755	0.236	755	0.236	755	0.236
RIGHT	1.00	1600	326	0.204	329	0.206	329	0.206	329	0.206
EB LEFT	1.00	1600	126	0.079	127	0.080	127	0.080	142	0.089
THRU	2.00	3200	618	0.193	624	0.195	624	0.195	627	0.196
RIGHT	1.00	1600	139	0.087	140	0.088	140	0.088	181	0.113
WB LEFT	1.00	1600	118	0.074	119	0.074	119	0.074	119	0.074
THRU	2.00	3200	620	0.194	626	0.196	626	0.196	626	0.196
RIGHT	1.00	1600	140	0.087	141	0.088	141	0.088	141	0.088
Intersection Volume			3891		3930		3930		3988	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.674		0.681		0.681		0.690	
Stopped Delay (sec/veh)			12.4		13.1		13.1		14.0	
LEVEL OF SERVICE (LOS)			B		B		B		B	

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

Wilmington and Dominguez

File: C:eqPMC.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	20	0	0	0	0	0	0	0	0	0	0	20
SR	0	20	0	0	0	0	0	0	0	0	0	0	20
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	41	0	0	0	0	0	0	0	0	0	0	41

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	10	0.006	10	0.006	10	0.006	10	0.006
THRU	2.00	3200	659	0.206	666	0.208	666	0.208	666	0.208
RIGHT	1.00	1600	127	0.079	128	0.080	128	0.080	128	0.080
SB LEFT	1.00	1600	42	0.026	42	0.027	42	0.027	42	0.027
THRU	2.00	3200	993	0.310	1003	0.313	1003	0.313	1023	0.320
RIGHT	1.00	1600	3	0.002	3	0.002	3	0.002	23	0.015
EB LEFT	0.00	0	5	0.000	5	0.000	5	0.000	5	0.000
THRU	1.00	1600	0	0.003	0	0.003	0	0.003	0	0.003
RIGHT	1.00	1600	32	0.020	32	0.020	32	0.020	32	0.020
WB LEFT	2.00	3120	473	0.152	478	0.153	478	0.153	478	0.153
THRU	1.00	1600	0	0.080	0	0.081	0	0.081	0	0.081
RIGHT	0.00	0	128	0.000	129	0.000	129	0.000	129	0.000
Intersection Volume			2472		2497		2497		2537	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.521		0.526		0.526		0.532	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Wilmington and I405 NB Ramp

File: C:eqPMC.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	20	0	0	0	0	0	0	0	0	0	0	20
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	20	0	0	0	0	0	0	0	0	0	0	20

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	420	0.131	424	0.133	424	0.133	424	0.133
RIGHT	1.00	1600	251	0.157	254	0.158	254	0.158	254	0.158
SB LEFT	1.00	1600	127	0.079	128	0.080	128	0.080	128	0.080
THRU	3.00	4800	1170	0.244	1182	0.246	1182	0.246	1202	0.250
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.50	2360	756	0.320	764	0.324	764	0.324	764	0.324
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.50	800	315	0.394	318	0.398	318	0.398	318	0.398
Intersection Volume			3039		3069		3069		3090	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.614		0.620		0.620		0.624	
Stopped Delay (sec/veh)			6.4		7.0		7.0		7.4	
LEVEL OF SERVICE (LOS)			B		B		B		B	

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

Wilmington and I405 SB Ramp

File: C:eqPMC.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	20	0	0	0	0	0	0	0	0	0	0	20
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	20	0	0	0	0	0	0	0	0	0	0	20

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2001 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	759	0.237	767	0.240	767	0.240	767	0.240
RIGHT	1.00	1600	821	0.513	829	0.518	829	0.518	829	0.518
SB LEFT	1.50	2360	1051	0.445	1062	0.450	1062	0.450	1082	0.458
THRU	2.50	4000	1449	0.362	1463	0.366	1463	0.366	1463	0.366
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	1.00	1600	66	0.041	67	0.042	67	0.042	67	0.042
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	156	0.097	158	0.098	158	0.098	158	0.098
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume			4302		4345		4345		4365	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.774		0.781		0.781		0.790	
Stopped Delay (sec/veh)			22.4		23.1		23.1		24.0	
LEVEL OF SERVICE (LOS)			C		C		C		C	

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

EQUILON REFINERY

OPERATIONAL PHASE TRAFFIC IMPACTS

LEVEL OF SERVICE ANALYSIS
A.M. PEAK HOUR c:eqAMO.ivc

(Ambient Traffic Growth: 1 % per year)

	Year 2000			Forecast Year 2003			Plus Proposed Operation			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Alameda St and I-405 Ramps	A	5.0	0.362	A	5.0	0.372	A	5.0	0.372	+0.000
Alameda St and 223rd Ramp	A	5.0	0.294	A	5.0	0.301	A	5.0	0.301	+0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.497	A	5.0	0.510	A	5.0	0.510	+0.000
Alameda St and Sepulveda Blvd	A	5.0	0.395	A	5.0	0.405	A	5.0	0.405	+0.000
Alameda St and PCH	A	5.0	0.497	A	5.0	0.511	A	5.0	0.511	+0.000
Alameda St and Anaheim St	B	7.3	0.623	B	9.0	0.640	B	9.0	0.640	+0.000
Wilmington Ave and 223rd St	E	44.7	0.924	E	50.0	0.950	E	50.0	0.950	+0.000
Wilmington Ave and Sepulveda Blvd	A	5.0	0.563	A	5.0	0.579	A	5.0	0.579	+0.000
Santa Fe and PCH	B	9.8	0.648	B	11.6	0.666	B	11.6	0.666	+0.000
Wilmington and Carson	B	11.8	0.668	B	13.6	0.686	B	13.7	0.687	+0.001
Wilmington and Dominguez	A	5.0	0.425	A	5.0	0.436	A	5.0	0.449	+0.013
Wilmington and I405 NB Ramp	B	5.1	0.601	B	6.8	0.618	B	7.4	0.624	+0.006
Wilmington and I405 SB Ramp	A	5.0	0.594	B	6.0	0.610	B	6.0	0.610	+0.000

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

Alameda St and I-405 Ramps

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	331	0.103	341	0.107	341	0.107	341	0.107
RIGHT	1.00	1600	17	0.011	18	0.011	18	0.011	18	0.011
SB LEFT	1.00	1600	60	0.038	62	0.039	62	0.039	62	0.039
THRU	3.00	4800	380	0.079	391	0.082	391	0.082	391	0.082
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.00	1600	274	0.171	282	0.176	282	0.176	282	0.176
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	261	0.163	269	0.168	269	0.168	269	0.168
Intersection Volume			1323		1363		1363		1363	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.362		0.372		0.372		0.372	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and 223rd Ramp

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	247	0.089	254	0.091	254	0.091	254	0.091
RIGHT	0.00	0	178	0.000	183	0.000	183	0.000	183	0.000
SB LEFT	1.00	1600	111	0.069	114	0.071	114	0.071	114	0.071
THRU	3.00	4800	513	0.107	528	0.110	528	0.110	528	0.110
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.00	1600	137	0.086	141	0.088	141	0.088	141	0.088
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	128	0.080	132	0.082	132	0.082	132	0.082
Intersection Volume			1314		1353		1353		1353	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.294		0.301		0.301		0.301	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

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

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	1	0.000	1	0.000	1	0.000	1	0.000
THRU	1.00	1600	0	0.005	0	0.005	0	0.005	0	0.005
RIGHT	0.00	0	7	0.000	7	0.000	7	0.000	7	0.000
SB LEFT	1.00	1600	63	0.039	65	0.041	65	0.041	65	0.041
THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	112	0.070	115	0.072	115	0.072	115	0.072
EB LEFT	2.00	3120	337	0.108	347	0.111	347	0.111	347	0.111
THRU	2.00	3200	478	0.149	492	0.154	492	0.154	492	0.154
RIGHT	1.00	1600	2	0.001	2	0.001	2	0.001	2	0.001
WB LEFT	1.00	1600	8	0.005	8	0.005	8	0.005	8	0.005
THRU	2.00	3200	942	0.294	970	0.303	970	0.303	970	0.303
RIGHT	1.00	1600	148	0.093	152	0.095	152	0.095	152	0.095
Intersection Volume			2098		2161		2161		2161	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.497		0.510		0.510		0.510	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and Sepulveda Blvd

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	120	0.075	124	0.077	124	0.077	124	0.077
THRU	3.00	4800	443	0.120	456	0.123	456	0.123	456	0.123
RIGHT	0.00	0	131	0.000	135	0.000	135	0.000	135	0.000
SB LEFT	1.00	1600	4	0.002	4	0.003	4	0.003	4	0.003
THRU	2.00	3200	388	0.121	400	0.125	400	0.125	400	0.125
RIGHT	1.00	1600	112	0.070	115	0.072	115	0.072	115	0.072
EB LEFT	1.00	1600	106	0.066	109	0.068	109	0.068	109	0.068
THRU	2.00	3200	282	0.122	290	0.125	290	0.125	290	0.125
RIGHT	0.00	0	107	0.000	110	0.000	110	0.000	110	0.000
WB LEFT	1.00	1600	43	0.027	44	0.028	44	0.028	44	0.028
THRU	2.00	3200	240	0.075	247	0.077	247	0.077	247	0.077
RIGHT	1.00	1600	71	0.044	73	0.046	73	0.046	73	0.046
Intersection Volume			2047		2108		2108		2108	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.395		0.405		0.405		0.405	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and PCH

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	43	0.027	44	0.028	44	0.028	44	0.028
THRU	2.00	3200	52	0.016	54	0.017	54	0.017	54	0.017
RIGHT	1.00	1600	54	0.034	56	0.035	56	0.035	56	0.035
SB LEFT	1.00	1600	52	0.032	54	0.033	54	0.033	54	0.033
THRU	2.00	3200	88	0.027	91	0.028	91	0.028	91	0.028
RIGHT	1.00	1600	68	0.043	70	0.044	70	0.044	70	0.044
EB LEFT	1.00	1600	126	0.079	130	0.081	130	0.081	130	0.081
THRU	2.00	3200	738	0.256	760	0.263	760	0.263	760	0.263
RIGHT	0.00	0	80	0.000	82	0.000	82	0.000	82	0.000
WB LEFT	1.00	1600	96	0.060	99	0.062	99	0.062	99	0.062
THRU	2.00	3200	1005	0.314	1035	0.323	1035	0.323	1035	0.323
RIGHT	1.00	1600	42	0.026	43	0.027	43	0.027	43	0.027
Intersection Volume			2444		2517		2517		2517	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.497		0.511		0.511		0.511	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and Anaheim St

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	16	0.010	16	0.010	16	0.010	16	0.010
THRU	2.00	3200	92	0.029	95	0.030	95	0.030	95	0.030
RIGHT	1.00	1600	380	0.237	391	0.245	391	0.245	391	0.245
SB LEFT	1.00	1600	5	0.003	5	0.003	5	0.003	5	0.003
THRU	2.00	3200	159	0.050	164	0.051	164	0.051	164	0.051
RIGHT	1.00	1600	54	0.034	56	0.035	56	0.035	56	0.035
EB LEFT	1.00	1600	92	0.058	95	0.059	95	0.059	95	0.059
THRU	2.00	3200	1028	0.321	1059	0.331	1059	0.331	1059	0.331
RIGHT	1.00	1600	14	0.009	14	0.009	14	0.009	14	0.009
WB LEFT	2.00	3120	313	0.100	322	0.103	322	0.103	322	0.103
THRU	1.00	1600	729	0.456	751	0.469	751	0.469	751	0.469
RIGHT	1.00	1600	25	0.016	26	0.016	26	0.016	26	0.016
Intersection Volume			2907		2994		2994		2994	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.623		0.640		0.640		0.640	
Stopped Delay (sec/veh)			7.3		9.0		9.0		9.0	
LEVEL OF SERVICE (LOS)			B		B		B		B	

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

Wilmington Ave and 223rd St

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	14	0.009	14	0.009	14	0.009	14	0.009
THRU	2.00	3200	885	0.277	912	0.285	912	0.285	912	0.285
RIGHT	1.00	1600	339	0.212	349	0.218	349	0.218	349	0.218
SB LEFT	1.00	1600	161	0.101	166	0.104	166	0.104	166	0.104
THRU	2.00	3200	1158	0.362	1193	0.373	1193	0.373	1193	0.373
RIGHT	1.00	1600	434	0.271	447	0.279	447	0.279	447	0.279
EB LEFT	1.00	1600	483	0.302	497	0.311	497	0.311	497	0.311
THRU	2.00	3200	495	0.155	510	0.159	510	0.159	510	0.159
RIGHT	1.00	1600	26	0.016	27	0.017	27	0.017	27	0.017
WB LEFT	1.00	1600	307	0.192	316	0.198	316	0.198	316	0.198
THRU	2.00	3200	623	0.195	642	0.201	642	0.201	642	0.201
RIGHT	1.00	1600	121	0.076	125	0.078	125	0.078	125	0.078
Intersection Volume			5046		5197		5197		5197	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.924		0.950		0.950		0.950	
Stopped Delay (sec/veh)			44.7		50.0		50.0		50.0	
LEVEL OF SERVICE (LOS)			E		E		E		E	

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

Wilmington Ave and Sepulveda Blvd

File: C:eqamo.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	20	0.013	21	0.013	21	0.013	21	0.013
THRU	2.00	3200	537	0.168	553	0.173	553	0.173	553	0.173
RIGHT	1.00	1600	62	0.039	64	0.040	64	0.040	64	0.040
SB LEFT	1.00	1600	53	0.033	55	0.034	55	0.034	55	0.034
THRU	2.00	3200	325	0.102	335	0.105	335	0.105	335	0.105
RIGHT	1.00	1600	169	0.106	174	0.109	174	0.109	174	0.109
EB LEFT	1.00	1600	347	0.217	357	0.223	357	0.223	357	0.223
THRU	2.00	3200	197	0.062	203	0.063	203	0.063	203	0.063
RIGHT	1.00	(Free)	31		32		32		32	
WB LEFT	1.00	1600	85	0.053	88	0.055	88	0.055	88	0.055
THRU	2.00	3200	305	0.095	314	0.098	314	0.098	314	0.098
RIGHT	1.00	1600	70	0.044	72	0.045	72	0.045	72	0.045
Intersection Volume			2201		2267		2267		2267	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.563		0.579		0.579		0.579	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Santa Fe and PCH

File: C:eqamo.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	124	0.078	128	0.080	128	0.080	128	0.080
THRU	2.00	3200	260	0.081	268	0.084	268	0.084	268	0.084
RIGHT	1.00	1600	68	0.043	70	0.044	70	0.044	70	0.044
SB LEFT	1.00	1600	133	0.083	137	0.086	137	0.086	137	0.086
THRU	2.00	3200	339	0.106	349	0.109	349	0.109	349	0.109
RIGHT	1.00	1600	124	0.078	128	0.080	128	0.080	128	0.080
EB LEFT	1.00	1600	68	0.043	70	0.044	70	0.044	70	0.044
THRU	2.00	3200	689	0.215	710	0.222	710	0.222	710	0.222
RIGHT	1.00	1600	94	0.059	97	0.061	97	0.061	97	0.061
WB LEFT	1.00	1600	79	0.049	81	0.051	81	0.051	81	0.051
THRU	2.00	3200	1192	0.373	1228	0.384	1228	0.384	1228	0.384
RIGHT	1.00	1600	212	0.132	218	0.136	218	0.136	218	0.136
Intersection Volume			3382		3483		3483		3483	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.648		0.666		0.666		0.666	
Stopped Delay (sec/veh)			9.8		11.6		11.6		11.6	
LEVEL OF SERVICE (LOS)			B		B		B		B	

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

Wilmington and Carson

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	40	0	0	0	0	0	0	0	0	0	0	40
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	14	0	0	0	0	0	0	0	0	0	0	14
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	3	0	0	0	0	0	0	0	0	0	0	3
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	57	0	0	0	0	0	0	0	0	0	0	57

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	79	0.049	81	0.051	81	0.051	121	0.076
THRU	2.00	3200	774	0.242	797	0.249	797	0.249	797	0.249
RIGHT	1.00	1600	97	0.061	100	0.062	100	0.062	100	0.062
SB LEFT	1.00	1600	173	0.108	178	0.111	178	0.111	178	0.111
THRU	2.00	3200	490	0.153	505	0.158	505	0.158	505	0.158
RIGHT	1.00	1600	111	0.069	114	0.071	114	0.071	129	0.080
EB LEFT	1.00	1600	195	0.122	201	0.126	201	0.126	201	0.126
THRU	2.00	3200	372	0.116	383	0.120	383	0.120	383	0.120
RIGHT	1.00	1600	58	0.036	60	0.037	60	0.037	60	0.037
WB LEFT	1.00	1600	136	0.085	140	0.088	140	0.088	140	0.088
THRU	2.00	3200	467	0.146	481	0.150	481	0.150	484	0.151
RIGHT	1.00	1600	307	0.192	316	0.198	316	0.198	316	0.198
Intersection Volume			3259		3357		3357		3414	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.668		0.686		0.686		0.687	
Stopped Delay (sec/veh)			11.8		13.6		13.6		13.7	
LEVEL OF SERVICE (LOS)			B		B		B		B	

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

Wilmington and Dominguez

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A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	40	0	0	0	0	0	0	0	0	0	0	40
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	40	0	0	0	0	0	0	0	0	0	0	40

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	10	0.006	10	0.006	10	0.006	10	0.006
THRU	2.00	3200	949	0.297	977	0.305	977	0.305	1017	0.318
RIGHT	1.00	1600	453	0.283	467	0.292	467	0.292	467	0.292
SB LEFT	1.00	1600	75	0.047	77	0.048	77	0.048	77	0.048
THRU	2.00	3200	638	0.199	657	0.205	657	0.205	657	0.205
RIGHT	1.00	1600	5	0.003	5	0.003	5	0.003	5	0.003
EB LEFT	0.00	0	2	0.000	2	0.000	2	0.000	2	0.000
THRU	1.00	1600	1	0.002	1	0.002	1	0.002	1	0.002
RIGHT	1.00	1600	5	0.003	5	0.003	5	0.003	5	0.003
WB LEFT	2.00	3120	92	0.029	95	0.030	95	0.030	95	0.030
THRU	1.00	1600	0	0.029	0	0.030	0	0.030	0	0.030
RIGHT	0.00	0	47	0.000	48	0.000	48	0.000	48	0.000
Intersection Volume			2277		2345		2345		2385	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.425		0.436		0.436		0.449	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Wilmington and I405 NB Ramp

File: C:eqamo.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	20	0	0	0	0	0	0	0	0	0	0	20
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	20	0	0	0	0	0	0	0	0	0	0	20
Sum	0	40	0	0	0	0	0	0	0	0	0	0	40

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	644	0.201	663	0.207	663	0.207	683	0.214
RIGHT	1.00	1600	36	0.023	37	0.023	37	0.023	37	0.023
SB LEFT	1.00	1600	43	0.027	44	0.028	44	0.028	44	0.028
THRU	3.00	4800	709	0.148	730	0.152	730	0.152	730	0.152
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.50	2360	762	0.323	785	0.333	785	0.333	785	0.333
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.50	800	507	0.634	522	0.653	522	0.653	542	0.678
Intersection Volume			2701		2782		2782		2822	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.601		0.618		0.618		0.624	
Stopped Delay (sec/veh)			5.1		6.8		6.8		7.4	
LEVEL OF SERVICE (LOS)			B		B		B		B	

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

Wilmington and I405 SB Ramp

File: C:eqamo.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	20	0	0	0	0	0	0	0	0	0	0	20
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	20	0	0	0	0	0	0	0	0	0	0	20

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	546	0.171	562	0.176	562	0.176	562	0.176
RIGHT	1.00	1600	512	0.320	527	0.330	527	0.330	527	0.330
SB LEFT	1.50	2360	217	0.092	224	0.095	224	0.095	224	0.095
THRU	2.50	4000	1412	0.353	1454	0.364	1454	0.364	1454	0.364
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	1.00	1600	131	0.082	135	0.084	135	0.084	155	0.097
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	305	0.191	314	0.196	314	0.196	314	0.196
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume			3123		3217		3217		3237	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.594		0.610		0.610		0.610	
Stopped Delay (sec/veh)			5.0		6.0		6.0		6.0	
LEVEL OF SERVICE (LOS)			A		B		B		B	

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

LEVEL OF SERVICE ANALYSIS
P.M. PEAK HOUR c:eqPMO.ivc

(Ambient Traffic Growth: 1 % per year)

	Year 2000			Forecast Year 2003			Plus Proposed Operation			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Alameda St and I-405 Ramps	A	5.0	0.382	A	5.0	0.392	A	5.0	0.392	+0.000
Alameda St and 223rd Ramp	A	5.0	0.327	A	5.0	0.336	A	5.0	0.336	+0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.549	A	5.0	0.564	A	5.0	0.564	+0.000
Alameda St and Sepulveda Blvd	A	5.0	0.432	A	5.0	0.444	A	5.0	0.444	+0.000
Alameda St and PCH	B	6.7	0.617	B	8.4	0.634	B	8.4	0.634	+0.000
Alameda St and Anaheim St	B	14.0	0.690	C	16.0	0.710	C	16.0	0.710	+0.000
Wilmington Ave and 223rd St	E	57.6	0.988	F	65.6	1.016	F	65.6	1.016	+0.000
Wilmington Ave and Sepulveda Blvd	A	5.0	0.595	B	6.2	0.612	B	6.2	0.612	+0.000
Santa Fe and PCH	B	14.3	0.693	C	16.2	0.712	C	16.2	0.712	+0.000
Wilmington and Carson	B	12.4	0.674	B	14.3	0.693	C	15.2	0.702	+0.009
Wilmington and Dominguez	A	5.0	0.521	A	5.0	0.535	A	5.0	0.542	+0.007
Wilmington and I405 NB Ramp	B	6.4	0.614	B	8.1	0.631	B	8.5	0.635	+0.004
Wilmington and I405 SB Ramp	C	22.4	0.774	C	24.5	0.795	D	25.6	0.804	+0.009

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

Alameda St and I-405 Ramps

File: C:eqpmo.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	381	0.119	392	0.123	392	0.123	392	0.123
RIGHT	1.00	1600	91	0.057	94	0.059	94	0.059	94	0.059
SB LEFT	1.00	1600	108	0.068	111	0.070	111	0.070	111	0.070
THRU	3.00	4800	354	0.074	365	0.076	365	0.076	365	0.076
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.00	1600	232	0.145	239	0.149	239	0.149	239	0.149
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	106	0.066	109	0.068	109	0.068	109	0.068
Intersection Volume			1272		1310		1310		1310	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.382		0.392		0.392		0.392	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and 223rd Ramp

File: C:eqpmo.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	472	0.175	486	0.180	486	0.180	486	0.180
RIGHT	0.00	0	367	0.000	378	0.000	378	0.000	378	0.000
SB LEFT	1.00	1600	86	0.054	89	0.055	89	0.055	89	0.055
THRU	3.00	4800	480	0.100	494	0.103	494	0.103	494	0.103
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.00	1600	78	0.049	80	0.050	80	0.050	80	0.050
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	103	0.064	106	0.066	106	0.066	106	0.066
Intersection Volume			1586		1634		1634		1634	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.327		0.336		0.336		0.336	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

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

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	1.00	1600	0	0.002	0	0.002	0	0.002	0	0.002
RIGHT	0.00	0	3	0.000	3	0.000	3	0.000	3	0.000
SB LEFT	1.00	1600	126	0.079	130	0.081	130	0.081	130	0.081
THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	33	0.021	34	0.021	34	0.021	34	0.021
EB LEFT	2.00	3120	706	0.226	727	0.233	727	0.233	727	0.233
THRU	2.00	3200	1337	0.418	1377	0.430	1377	0.430	1377	0.430
RIGHT	1.00	1600	1	0.001	1	0.001	1	0.001	1	0.001
WB LEFT	1.00	1600	1	0.001	1	0.001	1	0.001	1	0.001
THRU	2.00	3200	474	0.148	488	0.153	488	0.153	488	0.153
RIGHT	1.00	1600	285	0.178	294	0.183	294	0.183	294	0.183
Intersection Volume			2966		3055		3055		3055	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.549		0.564		0.564		0.564	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and Sepulveda Blvd

File: C:eqpmo.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	119	0.074	123	0.077	123	0.077	123	0.077
THRU	3.00	4800	422	0.120	435	0.124	435	0.124	435	0.124
RIGHT	0.00	0	154	0.000	159	0.000	159	0.000	159	0.000
SB LEFT	1.00	1600	6	0.004	6	0.004	6	0.004	6	0.004
THRU	2.00	3200	418	0.131	431	0.135	431	0.135	431	0.135
RIGHT	1.00	1600	122	0.076	126	0.079	126	0.079	126	0.079
EB LEFT	1.00	1600	128	0.080	132	0.082	132	0.082	132	0.082
THRU	2.00	3200	249	0.117	256	0.120	256	0.120	256	0.120
RIGHT	0.00	0	125	0.000	129	0.000	129	0.000	129	0.000
WB LEFT	1.00	1600	45	0.028	46	0.029	46	0.029	46	0.029
THRU	2.00	3200	311	0.097	320	0.100	320	0.100	320	0.100
RIGHT	1.00	1600	86	0.054	89	0.055	89	0.055	89	0.055
Intersection Volume			2185		2251		2251		2251	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.432		0.444		0.444		0.444	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and PCH

File: C:eqpmo.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	128	0.080	132	0.082	132	0.082	132	0.082
THRU	2.00	3200	129	0.040	133	0.042	133	0.042	133	0.042
RIGHT	1.00	1600	137	0.086	141	0.088	141	0.088	141	0.088
SB LEFT	1.00	1600	68	0.043	70	0.044	70	0.044	70	0.044
THRU	2.00	3200	119	0.037	123	0.038	123	0.038	123	0.038
RIGHT	1.00	1600	132	0.083	136	0.085	136	0.085	136	0.085
EB LEFT	1.00	1600	111	0.069	114	0.071	114	0.071	114	0.071
THRU	2.00	3200	1168	0.395	1203	0.407	1203	0.407	1203	0.407
RIGHT	0.00	0	96	0.000	99	0.000	99	0.000	99	0.000
WB LEFT	1.00	1600	87	0.054	90	0.056	90	0.056	90	0.056
THRU	2.00	3200	1004	0.314	1034	0.323	1034	0.323	1034	0.323
RIGHT	1.00	1600	85	0.053	88	0.055	88	0.055	88	0.055
Intersection Volume			3264		3362		3362		3362	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.617		0.634		0.634		0.634	
Stopped Delay (sec/veh)			6.7		8.4		8.4		8.4	
LEVEL OF SERVICE (LOS)			B		B		B		B	

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

Alameda St and Anaheim St

File: C:eqpmo.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	19	0.012	20	0.012	20	0.012	20	0.012
THRU	2.00	3200	137	0.043	141	0.044	141	0.044	141	0.044
RIGHT	1.00	1600	536	0.335	552	0.345	552	0.345	552	0.345
SB LEFT	1.00	1600	6	0.004	6	0.004	6	0.004	6	0.004
THRU	2.00	3200	91	0.028	94	0.029	94	0.029	94	0.029
RIGHT	1.00	1600	116	0.072	119	0.075	119	0.075	119	0.075
EB LEFT	1.00	1600	73	0.046	75	0.047	75	0.047	75	0.047
THRU	2.00	3200	899	0.281	926	0.289	926	0.289	926	0.289
RIGHT	1.00	1600	8	0.005	8	0.005	8	0.005	8	0.005
WB LEFT	2.00	3120	244	0.078	251	0.081	251	0.081	251	0.081
THRU	1.00	1600	877	0.548	903	0.565	903	0.565	903	0.565
RIGHT	1.00	1600	32	0.020	33	0.021	33	0.021	33	0.021
Intersection Volume			3038		3129		3129		3129	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.690		0.710		0.710		0.710	
Stopped Delay (sec/veh)			14.0		16.0		16.0		16.0	
LEVEL OF SERVICE (LOS)			B		C		C		C	

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

Wilmington Ave and 223rd St

File: C:eqpmo.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	44	0.027	45	0.028	45	0.028	45	0.028
THRU	2.00	3200	1108	0.346	1141	0.357	1141	0.357	1141	0.357
RIGHT	1.00	1600	567	0.354	584	0.365	584	0.365	584	0.365
SB LEFT	1.00	1600	209	0.131	215	0.135	215	0.135	215	0.135
THRU	2.00	3200	1026	0.321	1057	0.330	1057	0.330	1057	0.330
RIGHT	1.00	1600	372	0.233	383	0.239	383	0.239	383	0.239
EB LEFT	1.00	1600	466	0.291	480	0.300	480	0.300	480	0.300
THRU	2.00	3200	1121	0.350	1155	0.361	1155	0.361	1155	0.361
RIGHT	1.00	1600	14	0.009	14	0.009	14	0.009	14	0.009
WB LEFT	1.00	1600	177	0.111	182	0.114	182	0.114	182	0.114
THRU	2.00	3200	317	0.099	327	0.102	327	0.102	327	0.102
RIGHT	1.00	1600	172	0.108	177	0.111	177	0.111	177	0.111
Intersection Volume			5593		5761		5761		5761	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.988		1.016		1.016		1.016	
Stopped Delay (sec/veh)			57.6		65.6		65.6		65.6	
LEVEL OF SERVICE (LOS)			E		F		F		F	

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

Wilmington Ave and Sepulveda Blvd

File: C:eqpmo.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	29	0.018	30	0.019	30	0.019	30	0.019
THRU	2.00	3200	285	0.089	294	0.092	294	0.092	294	0.092
RIGHT	1.00	1600	70	0.044	72	0.045	72	0.045	72	0.045
SB LEFT	1.00	1600	94	0.059	97	0.061	97	0.061	97	0.061
THRU	2.00	3200	532	0.166	548	0.171	548	0.171	548	0.171
RIGHT	1.00	1600	294	0.184	303	0.189	303	0.189	303	0.189
EB LEFT	1.00	1600	228	0.142	235	0.147	235	0.147	235	0.147
THRU	2.00	3200	993	0.310	1023	0.320	1023	0.320	1023	0.320
RIGHT	1.00	(Free)	19		20		20		20	
WB LEFT	1.00	1600	81	0.051	83	0.052	83	0.052	83	0.052
THRU	2.00	3200	336	0.105	346	0.108	346	0.108	346	0.108
RIGHT	1.00	1600	73	0.046	75	0.047	75	0.047	75	0.047
Intersection Volume			3034		3125		3125		3125	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.595		0.612		0.612		0.612	
Stopped Delay (sec/veh)			5.0		6.2		6.2		6.2	
LEVEL OF SERVICE (LOS)			A		B		B		B	

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

Santa Fe and PCH

File: C:eqpmo.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	119	0.074	123	0.077	123	0.077	123	0.077
THRU	2.00	3200	329	0.103	339	0.106	339	0.106	339	0.106
RIGHT	1.00	1600	134	0.084	138	0.086	138	0.086	138	0.086
SB LEFT	1.00	1600	137	0.086	141	0.088	141	0.088	141	0.088
THRU	2.00	3200	269	0.084	277	0.087	277	0.087	277	0.087
RIGHT	1.00	1600	73	0.046	75	0.047	75	0.047	75	0.047
EB LEFT	1.00	1600	134	0.084	138	0.086	138	0.086	138	0.086
THRU	2.00	3200	1293	0.404	1332	0.416	1332	0.416	1332	0.416
RIGHT	1.00	1600	90	0.056	93	0.058	93	0.058	93	0.058
WB LEFT	1.00	1600	81	0.051	83	0.052	83	0.052	83	0.052
THRU	2.00	3200	1019	0.318	1050	0.328	1050	0.328	1050	0.328
RIGHT	1.00	1600	108	0.068	111	0.070	111	0.070	111	0.070
Intersection Volume			3786		3900		3900		3900	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.693		0.712		0.712		0.712	
Stopped Delay (sec/veh)			14.3		16.2		16.2		16.2	
LEVEL OF SERVICE (LOS)			B		C		C		C	

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

Wilmington and Carson

File: C:eqpmo.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	15	0	0	0	0	0	0	0	0	0	0	15
ET	0	3	0	0	0	0	0	0	0	0	0	0	3
ER	0	41	0	0	0	0	0	0	0	0	0	0	41
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	59	0	0	0	0	0	0	0	0	0	0	59

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	189	0.118	195	0.122	195	0.122	195	0.122
THRU	2.00	3200	472	0.147	486	0.152	486	0.152	486	0.152
RIGHT	1.00	1600	162	0.101	167	0.104	167	0.104	167	0.104
SB LEFT	1.00	1600	233	0.146	240	0.150	240	0.150	240	0.150
THRU	2.00	3200	748	0.234	770	0.241	770	0.241	770	0.241
RIGHT	1.00	1600	326	0.204	336	0.210	336	0.210	336	0.210
EB LEFT	1.00	1600	126	0.079	130	0.081	130	0.081	145	0.090
THRU	2.00	3200	618	0.193	637	0.199	637	0.199	639	0.200
RIGHT	1.00	1600	139	0.087	143	0.089	143	0.089	184	0.115
WB LEFT	1.00	1600	118	0.074	122	0.076	122	0.076	122	0.076
THRU	2.00	3200	620	0.194	639	0.200	639	0.200	639	0.200
RIGHT	1.00	1600	140	0.087	144	0.090	144	0.090	144	0.090
Intersection Volume			3891		4008		4008		4067	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.674		0.693		0.693		0.702	
Stopped Delay (sec/veh)			12.4		14.3		14.3		15.2	
LEVEL OF SERVICE (LOS)			B		B		B		C	

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

Wilmington and Dominguez

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	21	0	0	0	0	0	0	0	0	0	0	21
SR	0	21	0	0	0	0	0	0	0	0	0	0	21
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	41	0	0	0	0	0	0	0	0	0	0	41

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	10	0.006	10	0.006	10	0.006	10	0.006
THRU	2.00	3200	659	0.206	679	0.212	679	0.212	679	0.212
RIGHT	1.00	1600	127	0.079	131	0.082	131	0.082	131	0.082
SB LEFT	1.00	1600	42	0.026	43	0.027	43	0.027	43	0.027
THRU	2.00	3200	993	0.310	1023	0.320	1023	0.320	1043	0.326
RIGHT	1.00	1600	3	0.002	3	0.002	3	0.002	24	0.015
EB LEFT	0.00	0	5	0.000	5	0.000	5	0.000	5	0.000
THRU	1.00	1600	0	0.003	0	0.003	0	0.003	0	0.003
RIGHT	1.00	1600	32	0.020	33	0.021	33	0.021	33	0.021
WB LEFT	2.00	3120	473	0.152	487	0.156	487	0.156	487	0.156
THRU	1.00	1600	0	0.080	0	0.082	0	0.082	0	0.082
RIGHT	0.00	0	128	0.000	132	0.000	132	0.000	132	0.000
Intersection Volume			2472		2546		2546		2587	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.521		0.535		0.535		0.542	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Wilmington and I405 NB Ramp

File: C:eqpmo.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	21	0	0	0	0	0	0	0	0	0	0	21
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	21	0	0	0	0	0	0	0	0	0	0	21

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	420	0.131	433	0.135	433	0.135	433	0.135
RIGHT	1.00	1600	251	0.157	259	0.162	259	0.162	259	0.162
SB LEFT	1.00	1600	127	0.079	131	0.082	131	0.082	131	0.082
THRU	3.00	4800	1170	0.244	1205	0.251	1205	0.251	1226	0.255
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.50	2360	756	0.320	779	0.330	779	0.330	779	0.330
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.50	800	315	0.394	324	0.406	324	0.406	324	0.406
Intersection Volume			3039		3130		3130		3151	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.614		0.631		0.631		0.635	
Stopped Delay (sec/veh)			6.4		8.1		8.1		8.5	
LEVEL OF SERVICE (LOS)			B		B		B		B	

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

Wilmington and I405 SB Ramp

File: C:eqpmo.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	21	0	0	0	0	0	0	0	0	0	0	21
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	21	0	0	0	0	0	0	0	0	0	0	21

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2003 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	759	0.237	782	0.244	782	0.244	782	0.244
RIGHT	1.00	1600	821	0.513	846	0.529	846	0.529	846	0.529
SB LEFT	1.50	2360	1051	0.445	1083	0.459	1083	0.459	1103	0.467
THRU	2.50	4000	1440	0.360	1483	0.371	1483	0.371	1483	0.371
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	1.00	1600	66	0.041	68	0.042	68	0.042	68	0.042
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	156	0.097	161	0.100	161	0.100	161	0.100
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume			4293		4422		4422		4442	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.774		0.795		0.795		0.804	
Stopped Delay (sec/veh)			22.4		24.5		24.5		25.6	
LEVEL OF SERVICE (LOS)			C		C		C		D	

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

EQUILON REFINERY

CUMULATIVE TRAFFIC IMPACTS YEAR 2020

LEVEL OF SERVICE ANALYSIS
A.M. PEAK HOUR c:eqAMO2.ivc

(Ambient Traffic Growth: 1 % per year)

	Year 2000			Forecast Year 2020			Plus Proposed Operation			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Alameda St and I-405 Ramps	A	5.0	0.362	A	5.0	0.425	A	5.0	0.425	+0.000
Alameda St and 223rd Ramp	A	5.0	0.294	A	5.0	0.342	A	5.0	0.342	+0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.497	A	5.0	0.586	A	5.0	0.586	+0.000
Alameda St and Sepulveda Blvd	A	5.0	0.395	A	5.0	0.464	A	5.0	0.464	+0.000
Alameda St and PCH	A	5.0	0.497	A	5.0	0.587	A	5.0	0.587	+0.000
Alameda St and Anaheim St	B	7.3	0.623	C	18.7	0.737	C	18.7	0.737	+0.000
Wilmington Ave and 223rd St	E	44.7	0.924	F	94.5	1.099	F	94.5	1.099	+0.000
Wilmington Ave and Sepulveda Blvd	A	5.0	0.563	B	11.6	0.666	B	11.6	0.666	+0.000
Santa Fe and PCH	B	9.8	0.648	C	21.8	0.768	C	21.8	0.768	+0.000
Wilmington and Carson	B	11.8	0.668	C	24.1	0.791	C	24.2	0.792	+0.001
Wilmington and Dominguez	A	5.0	0.425	A	5.0	0.500	A	5.0	0.512	+0.012
Wilmington and I405 NB Ramp	B	5.1	0.601	C	16.1	0.711	C	16.7	0.717	+0.006
Wilmington and I405 SB Ramp	A	5.0	0.594	C	15.2	0.702	C	15.2	0.702	+0.000

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

LEVEL OF SERVICE ANALYSIS
P.M. PEAK HOUR c:eqPMO2.ivc

(Ambient Traffic Growth: 1 % per year)

	Year 2000			Forecast Year 2020			Plus Proposed Operation			
	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	+ V/C
Alameda St and I-405 Ramps	A	5.0	0.382	A	5.0	0.448	A	5.0	0.448	+0.000
Alameda St and 223rd Ramp	A	5.0	0.327	A	5.0	0.383	A	5.0	0.383	+0.000
ICTF entry/I-405 Ramps and Wardlow/223rd St	A	5.0	0.549	B	9.9	0.649	B	9.9	0.649	+0.000
Alameda St and Sepulveda Blvd	A	5.0	0.432	A	5.0	0.509	A	5.0	0.509	+0.000
Alameda St and PCH	B	6.7	0.617	C	18.0	0.730	C	18.0	0.730	+0.000
Alameda St and Anaheim St	B	14.0	0.690	D	27.8	0.818	D	27.8	0.818	+0.000
Wilmington Ave and 223rd St	E	57.6	0.988	F	121.4	1.175	F	121.4	1.175	+0.000
Wilmington Ave and Sepulveda Blvd	A	5.0	0.595	C	15.4	0.704	C	15.4	0.704	+0.000
Santa Fe and PCH	B	14.3	0.693	D	28.3	0.822	D	28.3	0.822	+0.000
Wilmington and Carson	B	12.4	0.674	C	24.9	0.799	D	26.3	0.808	+0.009
Wilmington and Dominguez	A	5.0	0.521	B	6.6	0.616	B	7.2	0.622	+0.006
Wilmington and I405 NB Ramp	B	6.4	0.614	C	17.7	0.727	C	18.1	0.731	+0.004
Wilmington and I405 SB Ramp	C	22.4	0.774	E	43.7	0.919	E	45.5	0.927	+0.008

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

Alameda St and I-405 Ramps

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	331	0.103	397	0.124	397	0.124	397	0.124
RIGHT	1.00	1600	17	0.011	20	0.013	20	0.013	20	0.013
SB LEFT	1.00	1600	60	0.038	72	0.045	72	0.045	72	0.045
THRU	3.00	4800	380	0.079	456	0.095	456	0.095	456	0.095
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.00	1600	274	0.171	329	0.206	329	0.206	329	0.206
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	261	0.163	313	0.196	313	0.196	313	0.196
Intersection Volume			1323		1588		1588		1588	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.362		0.425		0.425		0.425	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and 223rd Ramp

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	247	0.089	296	0.106	296	0.106	296	0.106
RIGHT	0.00	0	178	0.000	214	0.000	214	0.000	214	0.000
SB LEFT	1.00	1600	111	0.069	133	0.083	133	0.083	133	0.083
THRU	3.00	4800	513	0.107	616	0.128	616	0.128	616	0.128
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.00	1600	137	0.086	164	0.103	164	0.103	164	0.103
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	128	0.080	154	0.096	154	0.096	154	0.096
Intersection Volume			1314		1577		1577		1577	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.294		0.342		0.342		0.342	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

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

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	1	0.000	1	0.000	1	0.000	1	0.000
THRU	1.00	1600	0	0.005	0	0.006	0	0.006	0	0.006
RIGHT	0.00	0	7	0.000	8	0.000	8	0.000	8	0.000
SB LEFT	1.00	1600	63	0.039	76	0.047	76	0.047	76	0.047
THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	112	0.070	134	0.084	134	0.084	134	0.084
EB LEFT	2.00	3120	337	0.108	404	0.130	404	0.130	404	0.130
THRU	2.00	3200	478	0.149	574	0.179	574	0.179	574	0.179
RIGHT	1.00	1600	2	0.001	2	0.002	2	0.002	2	0.002
WB LEFT	1.00	1600	8	0.005	10	0.006	10	0.006	10	0.006
THRU	2.00	3200	942	0.294	1130	0.353	1130	0.353	1130	0.353
RIGHT	1.00	1600	148	0.093	178	0.111	178	0.111	178	0.111
Intersection Volume			2098		2518		2518		2518	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.497		0.586		0.586		0.586	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and Sepulveda Blvd

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	120	0.075	144	0.090	144	0.090	144	0.090
THRU	3.00	4800	443	0.120	532	0.144	532	0.144	532	0.144
RIGHT	0.00	0	131	0.000	157	0.000	157	0.000	157	0.000
SB LEFT	1.00	1600	4	0.002	5	0.003	5	0.003	5	0.003
THRU	2.00	3200	388	0.121	466	0.146	466	0.146	466	0.146
RIGHT	1.00	1600	112	0.070	134	0.084	134	0.084	134	0.084
EB LEFT	1.00	1600	106	0.066	127	0.080	127	0.080	127	0.080
THRU	2.00	3200	282	0.122	338	0.146	338	0.146	338	0.146
RIGHT	0.00	0	107	0.000	128	0.000	128	0.000	128	0.000
WB LEFT	1.00	1600	43	0.027	52	0.032	52	0.032	52	0.032
THRU	2.00	3200	240	0.075	288	0.090	288	0.090	288	0.090
RIGHT	1.00	1600	71	0.044	85	0.053	85	0.053	85	0.053
Intersection Volume			2047		2456		2456		2456	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.395		0.464		0.464		0.464	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and PCH

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	43	0.027	52	0.032	52	0.032	52	0.032
THRU	2.00	3200	52	0.016	62	0.020	62	0.020	62	0.020
RIGHT	1.00	1600	54	0.034	65	0.041	65	0.041	65	0.041
SB LEFT	1.00	1600	52	0.032	62	0.039	62	0.039	62	0.039
THRU	2.00	3200	88	0.027	106	0.033	106	0.033	106	0.033
RIGHT	1.00	1600	68	0.043	82	0.051	82	0.051	82	0.051
EB LEFT	1.00	1600	126	0.079	151	0.095	151	0.095	151	0.095
THRU	2.00	3200	738	0.256	886	0.307	886	0.307	886	0.307
RIGHT	0.00	0	80	0.000	96	0.000	96	0.000	96	0.000
WB LEFT	1.00	1600	96	0.060	115	0.072	115	0.072	115	0.072
THRU	2.00	3200	1005	0.314	1206	0.377	1206	0.377	1206	0.377
RIGHT	1.00	1600	42	0.026	50	0.032	50	0.032	50	0.032
Intersection Volume			2444		2933		2933		2933	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.497		0.587		0.587		0.587	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and Anaheim St

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	16	0.010	19	0.012	19	0.012	19	0.012
THRU	2.00	3200	92	0.029	110	0.034	110	0.034	110	0.034
RIGHT	1.00	1600	380	0.237	456	0.285	456	0.285	456	0.285
SB LEFT	1.00	1600	5	0.003	6	0.004	6	0.004	6	0.004
THRU	2.00	3200	159	0.050	191	0.060	191	0.060	191	0.060
RIGHT	1.00	1600	54	0.034	65	0.041	65	0.041	65	0.041
EB LEFT	1.00	1600	92	0.058	110	0.069	110	0.069	110	0.069
THRU	2.00	3200	1028	0.321	1234	0.386	1234	0.386	1234	0.386
RIGHT	1.00	1600	14	0.009	17	0.011	17	0.011	17	0.011
WB LEFT	2.00	3120	313	0.100	376	0.120	376	0.120	376	0.120
THRU	1.00	1600	729	0.456	875	0.547	875	0.547	875	0.547
RIGHT	1.00	1600	25	0.016	30	0.019	30	0.019	30	0.019
Intersection Volume			2907		3488		3488		3488	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.623		0.737		0.737		0.737	
Stopped Delay (sec/veh)			7.3		18.7		18.7		18.7	
LEVEL OF SERVICE (LOS)			B		C		C		C	

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

Wilmington Ave and 223rd St

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	14	0.009	17	0.011	17	0.011	17	0.011
THRU	2.00	3200	885	0.277	1062	0.332	1062	0.332	1062	0.332
RIGHT	1.00	1600	339	0.212	407	0.254	407	0.254	407	0.254
SB LEFT	1.00	1600	161	0.101	193	0.121	193	0.121	193	0.121
THRU	2.00	3200	1158	0.362	1390	0.434	1390	0.434	1390	0.434
RIGHT	1.00	1600	434	0.271	521	0.326	521	0.326	521	0.326
EB LEFT	1.00	1600	483	0.302	580	0.362	580	0.362	580	0.362
THRU	2.00	3200	495	0.155	594	0.186	594	0.186	594	0.186
RIGHT	1.00	1600	26	0.016	31	0.020	31	0.020	31	0.020
WB LEFT	1.00	1600	307	0.192	368	0.230	368	0.230	368	0.230
THRU	2.00	3200	623	0.195	748	0.234	748	0.234	748	0.234
RIGHT	1.00	1600	121	0.076	145	0.091	145	0.091	145	0.091
Intersection Volume			5046		6055		6055		6055	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.924		1.099		1.099		1.099	
Stopped Delay (sec/veh)			44.7		94.5		94.5		94.5	
LEVEL OF SERVICE (LOS)			E		F		F		F	

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

Wilmington Ave and Sepulveda Blvd

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	20	0.013	24	0.015	24	0.015	24	0.015
THRU	2.00	3200	537	0.168	644	0.201	644	0.201	644	0.201
RIGHT	1.00	1600	62	0.039	74	0.047	74	0.047	74	0.047
SB LEFT	1.00	1600	53	0.033	64	0.040	64	0.040	64	0.040
THRU	2.00	3200	325	0.102	390	0.122	390	0.122	390	0.122
RIGHT	1.00	1600	169	0.106	203	0.127	203	0.127	203	0.127
EB LEFT	1.00	1600	347	0.217	416	0.260	416	0.260	416	0.260
THRU	2.00	3200	197	0.062	236	0.074	236	0.074	236	0.074
RIGHT	1.00	(Free)	31		37		37		37	
WB LEFT	1.00	1600	85	0.053	102	0.064	102	0.064	102	0.064
THRU	2.00	3200	305	0.095	366	0.114	366	0.114	366	0.114
RIGHT	1.00	1600	70	0.044	84	0.052	84	0.052	84	0.052
Intersection Volume			2201		2641		2641		2641	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.563		0.666		0.666		0.666	
Stopped Delay (sec/veh)			5.0		11.6		11.6		11.6	
LEVEL OF SERVICE (LOS)			A		B		B		B	

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

Santa Fe and PCH

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	124	0.078	149	0.093	149	0.093	149	0.093
THRU	2.00	3200	260	0.081	312	0.097	312	0.097	312	0.097
RIGHT	1.00	1600	68	0.043	82	0.051	82	0.051	82	0.051
SB LEFT	1.00	1600	133	0.083	160	0.100	160	0.100	160	0.100
THRU	2.00	3200	339	0.106	407	0.127	407	0.127	407	0.127
RIGHT	1.00	1600	124	0.078	149	0.093	149	0.093	149	0.093
EB LEFT	1.00	1600	68	0.043	82	0.051	82	0.051	82	0.051
THRU	2.00	3200	689	0.215	827	0.258	827	0.258	827	0.258
RIGHT	1.00	1600	94	0.059	113	0.071	113	0.071	113	0.071
WB LEFT	1.00	1600	79	0.049	95	0.059	95	0.059	95	0.059
THRU	2.00	3200	1192	0.373	1430	0.447	1430	0.447	1430	0.447
RIGHT	1.00	1600	212	0.132	254	0.159	254	0.159	254	0.159
Intersection Volume			3382		4058		4058		4058	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.648		0.768		0.768		0.768	
Stopped Delay (sec/veh)			9.8		21.8		21.8		21.8	
LEVEL OF SERVICE (LOS)			B		C		C		C	

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

Wilmington and Carson

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	40	0	0	0	0	0	0	0	0	0	0	40
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	14	0	0	0	0	0	0	0	0	0	0	14
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	3	0	0	0	0	0	0	0	0	0	0	3
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	57	0	0	0	0	0	0	0	0	0	0	57

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	79	0.049	95	0.059	95	0.059	135	0.084
THRU	2.00	3200	774	0.242	929	0.290	929	0.290	929	0.290
RIGHT	1.00	1600	97	0.061	116	0.073	116	0.073	116	0.073
SB LEFT	1.00	1600	173	0.108	208	0.130	208	0.130	208	0.130
THRU	2.00	3200	490	0.153	588	0.184	588	0.184	588	0.184
RIGHT	1.00	1600	111	0.069	133	0.083	133	0.083	147	0.092
EB LEFT	1.00	1600	195	0.122	234	0.146	234	0.146	234	0.146
THRU	2.00	3200	372	0.116	446	0.140	446	0.140	446	0.140
RIGHT	1.00	1600	58	0.036	70	0.044	70	0.044	70	0.044
WB LEFT	1.00	1600	136	0.085	163	0.102	163	0.102	163	0.102
THRU	2.00	3200	467	0.146	560	0.175	560	0.175	563	0.176
RIGHT	1.00	1600	307	0.192	368	0.230	368	0.230	368	0.230
Intersection Volume			3259		3911		3911		3968	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.668		0.791		0.791		0.792	
Stopped Delay (sec/veh)			11.8		24.1		24.1		24.2	
LEVEL OF SERVICE (LOS)			B		C		C		C	

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

Wilmington and Dominguez

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	40	0	0	0	0	0	0	0	0	0	0	40
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	40	0	0	0	0	0	0	0	0	0	0	40

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	10	0.006	12	0.007	12	0.007	12	0.007
THRU	2.00	3200	949	0.297	1139	0.356	1139	0.356	1179	0.368
RIGHT	1.00	1600	453	0.283	544	0.340	544	0.340	544	0.340
SB LEFT	1.00	1600	75	0.047	90	0.056	90	0.056	90	0.056
THRU	2.00	3200	638	0.199	766	0.239	766	0.239	766	0.239
RIGHT	1.00	1600	5	0.003	6	0.004	6	0.004	6	0.004
EB LEFT	0.00	0	2	0.000	2	0.000	2	0.000	2	0.000
THRU	1.00	1600	1	0.002	1	0.002	1	0.002	1	0.002
RIGHT	1.00	1600	5	0.003	6	0.004	6	0.004	6	0.004
WB LEFT	2.00	3120	92	0.029	110	0.035	110	0.035	110	0.035
THRU	1.00	1600	0	0.029	0	0.035	0	0.035	0	0.035
RIGHT	0.00	0	47	0.000	56	0.000	56	0.000	56	0.000
Intersection Volume			2277		2732		2732		2772	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.425		0.500		0.500		0.512	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Wilmington and I405 NB Ramp

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	20	0	0	0	0	0	0	0	0	0	0	20
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	20	0	0	0	0	0	0	0	0	0	0	20
Sum	0	40	0	0	0	0	0	0	0	0	0	0	40

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	644	0.201	773	0.242	773	0.242	793	0.248
RIGHT	1.00	1600	36	0.023	43	0.027	43	0.027	43	0.027
SB LEFT	1.00	1600	43	0.027	52	0.032	52	0.032	52	0.032
THRU	3.00	4800	709	0.148	851	0.177	851	0.177	851	0.177
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.50	2360	762	0.323	914	0.387	914	0.387	914	0.387
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.50	800	507	0.634	608	0.761	608	0.761	628	0.785
Intersection Volume			2701		3241		3241		3281	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.601		0.711		0.711		0.717	
Stopped Delay (sec/veh)			5.1		16.1		16.1		16.7	
LEVEL OF SERVICE (LOS)			B		C		C		C	

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

Wilmington and I405 SB Ramp

File: C:eqAMO2.ivc

A.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	20	0	0	0	0	0	0	0	0	0	0	20
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	20	0	0	0	0	0	0	0	0	0	0	20

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	546	0.171	655	0.205	655	0.205	655	0.205
RIGHT	1.00	1600	512	0.320	614	0.384	614	0.384	614	0.384
SB LEFT	1.50	2360	217	0.092	260	0.110	260	0.110	260	0.110
THRU	2.50	4000	1412	0.353	1694	0.424	1694	0.424	1694	0.424
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	1.00	1600	131	0.082	157	0.098	157	0.098	177	0.111
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	305	0.191	366	0.229	366	0.229	366	0.229
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume			3123		3748		3748		3768	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.594		0.702		0.702		0.702	
Stopped Delay (sec/veh)			5.0		15.2		15.2		15.2	
LEVEL OF SERVICE (LOS)			A		C		C		C	

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

Alameda St and I-405 Ramps

File: C:eqPMO2.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	381	0.119	457	0.143	457	0.143	457	0.143
RIGHT	1.00	1600	91	0.057	109	0.068	109	0.068	109	0.068
SB LEFT	1.00	1600	108	0.068	130	0.081	130	0.081	130	0.081
THRU	3.00	4800	354	0.074	425	0.089	425	0.089	425	0.089
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.00	1600	232	0.145	278	0.174	278	0.174	278	0.174
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	106	0.066	127	0.080	127	0.080	127	0.080
Intersection Volume			1272		1526		1526		1526	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.382		0.448		0.448		0.448	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and 223rd Ramp

File: C:eqPMO2.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	3.00	4800	472	0.175	566	0.210	566	0.210	566	0.210
RIGHT	0.00	0	367	0.000	440	0.000	440	0.000	440	0.000
SB LEFT	1.00	1600	86	0.054	103	0.065	103	0.065	103	0.065
THRU	3.00	4800	480	0.100	576	0.120	576	0.120	576	0.120
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.00	1600	78	0.049	94	0.059	94	0.059	94	0.059
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	103	0.064	124	0.077	124	0.077	124	0.077
Intersection Volume			1586		1903		1903		1903	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.327		0.383		0.383		0.383	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

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

File: C:eqPMO2.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	1.00	1600	0	0.002	0	0.002	0	0.002	0	0.002
RIGHT	0.00	0	3	0.000	4	0.000	4	0.000	4	0.000
SB LEFT	1.00	1600	126	0.079	151	0.095	151	0.095	151	0.095
THRU	1.00	1600	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	33	0.021	40	0.025	40	0.025	40	0.025
EB LEFT	2.00	3120	706	0.226	847	0.272	847	0.272	847	0.272
THRU	2.00	3200	1337	0.418	1604	0.501	1604	0.501	1604	0.501
RIGHT	1.00	1600	1	0.001	1	0.001	1	0.001	1	0.001
WB LEFT	1.00	1600	1	0.001	1	0.001	1	0.001	1	0.001
THRU	2.00	3200	474	0.148	569	0.178	569	0.178	569	0.178
RIGHT	1.00	1600	285	0.178	342	0.214	342	0.214	342	0.214
Intersection Volume			2966		3559		3559		3559	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.549		0.649		0.649		0.649	
Stopped Delay (sec/veh)			5.0		9.9		9.9		9.9	
LEVEL OF SERVICE (LOS)			A		B		B		B	

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

Alameda St and Sepulveda Blvd

File: C:eqPMO2.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	119	0.074	143	0.089	143	0.089	143	0.089
THRU	3.00	4800	422	0.120	506	0.144	506	0.144	506	0.144
RIGHT	0.00	0	154	0.000	185	0.000	185	0.000	185	0.000
SB LEFT	1.00	1600	6	0.004	7	0.005	7	0.005	7	0.005
THRU	2.00	3200	418	0.131	502	0.157	502	0.157	502	0.157
RIGHT	1.00	1600	122	0.076	146	0.092	146	0.092	146	0.092
EB LEFT	1.00	1600	128	0.080	154	0.096	154	0.096	154	0.096
THRU	2.00	3200	249	0.117	299	0.140	299	0.140	299	0.140
RIGHT	0.00	0	125	0.000	150	0.000	150	0.000	150	0.000
WB LEFT	1.00	1600	45	0.028	54	0.034	54	0.034	54	0.034
THRU	2.00	3200	311	0.097	373	0.117	373	0.117	373	0.117
RIGHT	1.00	1600	86	0.054	103	0.065	103	0.065	103	0.065
Intersection Volume			2185		2622		2622		2622	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.432		0.509		0.509		0.509	
Stopped Delay (sec/veh)			5.0		5.0		5.0		5.0	
LEVEL OF SERVICE (LOS)			A		A		A		A	

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

Alameda St and PCH

File: C:eqPMO2.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	128	0.080	154	0.096	154	0.096	154	0.096
THRU	2.00	3200	129	0.040	155	0.048	155	0.048	155	0.048
RIGHT	1.00	1600	137	0.086	164	0.103	164	0.103	164	0.103
SB LEFT	1.00	1600	68	0.043	82	0.051	82	0.051	82	0.051
THRU	2.00	3200	119	0.037	143	0.045	143	0.045	143	0.045
RIGHT	1.00	1600	132	0.083	158	0.099	158	0.099	158	0.099
EB LEFT	1.00	1600	111	0.069	133	0.083	133	0.083	133	0.083
THRU	2.00	3200	1168	0.395	1402	0.474	1402	0.474	1402	0.474
RIGHT	0.00	0	96	0.000	115	0.000	115	0.000	115	0.000
WB LEFT	1.00	1600	87	0.054	104	0.065	104	0.065	104	0.065
THRU	2.00	3200	1004	0.314	1205	0.377	1205	0.377	1205	0.377
RIGHT	1.00	1600	85	0.053	102	0.064	102	0.064	102	0.064
Intersection Volume			3264		3917		3917		3917	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.617		0.730		0.730		0.730	
Stopped Delay (sec/veh)			6.7		18.0		18.0		18.0	
LEVEL OF SERVICE (LOS)			B		C		C		C	

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

Alameda St and Anaheim St

File: C:eqPMO2.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	19	0.012	23	0.014	23	0.014	23	0.014
THRU	2.00	3200	137	0.043	164	0.051	164	0.051	164	0.051
RIGHT	1.00	1600	536	0.335	643	0.402	643	0.402	643	0.402
SB LEFT	1.00	1600	6	0.004	7	0.005	7	0.005	7	0.005
THRU	2.00	3200	91	0.028	109	0.034	109	0.034	109	0.034
RIGHT	1.00	1600	116	0.072	139	0.087	139	0.087	139	0.087
EB LEFT	1.00	1600	73	0.046	88	0.055	88	0.055	88	0.055
THRU	2.00	3200	899	0.281	1079	0.337	1079	0.337	1079	0.337
RIGHT	1.00	1600	8	0.005	10	0.006	10	0.006	10	0.006
WB LEFT	2.00	3120	244	0.078	293	0.094	293	0.094	293	0.094
THRU	1.00	1600	877	0.548	1052	0.658	1052	0.658	1052	0.658
RIGHT	1.00	1600	32	0.020	38	0.024	38	0.024	38	0.024
Intersection Volume			3038		3646		3646		3646	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.690		0.818		0.818		0.818	
Stopped Delay (sec/veh)			14.0		27.8		27.8		27.8	
LEVEL OF SERVICE (LOS)			B		D		D		D	

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

Wilmington Ave and 223rd St

File: C:eqPMO2.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	44	0.027	53	0.033	53	0.033	53	0.033
THRU	2.00	3200	1108	0.346	1330	0.416	1330	0.416	1330	0.416
RIGHT	1.00	1600	567	0.354	680	0.425	680	0.425	680	0.425
SB LEFT	1.00	1600	209	0.131	251	0.157	251	0.157	251	0.157
THRU	2.00	3200	1026	0.321	1231	0.385	1231	0.385	1231	0.385
RIGHT	1.00	1600	372	0.233	446	0.279	446	0.279	446	0.279
EB LEFT	1.00	1600	466	0.291	559	0.350	559	0.350	559	0.350
THRU	2.00	3200	1121	0.350	1345	0.420	1345	0.420	1345	0.420
RIGHT	1.00	1600	14	0.009	17	0.011	17	0.011	17	0.011
WB LEFT	1.00	1600	177	0.111	212	0.133	212	0.133	212	0.133
THRU	2.00	3200	317	0.099	380	0.119	380	0.119	380	0.119
RIGHT	1.00	1600	172	0.108	206	0.129	206	0.129	206	0.129
Intersection Volume			5593		6712		6712		6712	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.988		1.175		1.175		1.175	
Stopped Delay (sec/veh)			57.6		121.4		121.4		121.4	
LEVEL OF SERVICE (LOS)			E		F		F		F	

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

Wilmington Ave and Sepulveda Blvd

File: C:eqPMO2.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	29	0.018	35	0.022	35	0.022	35	0.022
THRU	2.00	3200	285	0.089	342	0.107	342	0.107	342	0.107
RIGHT	1.00	1600	70	0.044	84	0.052	84	0.052	84	0.052
SB LEFT	1.00	1600	94	0.059	113	0.071	113	0.071	113	0.071
THRU	2.00	3200	532	0.166	638	0.200	638	0.200	638	0.200
RIGHT	1.00	1600	294	0.184	353	0.221	353	0.221	353	0.221
EB LEFT	1.00	1600	228	0.142	274	0.171	274	0.171	274	0.171
THRU	2.00	3200	993	0.310	1192	0.372	1192	0.372	1192	0.372
RIGHT	1.00	(Free)	19		23		23		23	
WB LEFT	1.00	1600	81	0.051	97	0.061	97	0.061	97	0.061
THRU	2.00	3200	336	0.105	403	0.126	403	0.126	403	0.126
RIGHT	1.00	1600	73	0.046	88	0.055	88	0.055	88	0.055
Intersection Volume			3034		3641		3641		3641	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.595		0.704		0.704		0.704	
Stopped Delay (sec/veh)			5.0		15.4		15.4		15.4	
LEVEL OF SERVICE (LOS)			A		C		C		C	

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

Santa Fe and PCH

File: C:eqPMO2.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

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

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	119	0.074	143	0.089	143	0.089	143	0.089
THRU	2.00	3200	329	0.103	395	0.123	395	0.123	395	0.123
RIGHT	1.00	1600	134	0.084	161	0.101	161	0.101	161	0.101
SB LEFT	1.00	1600	137	0.086	164	0.103	164	0.103	164	0.103
THRU	2.00	3200	269	0.084	323	0.101	323	0.101	323	0.101
RIGHT	1.00	1600	73	0.046	88	0.055	88	0.055	88	0.055
EB LEFT	1.00	1600	134	0.084	161	0.101	161	0.101	161	0.101
THRU	2.00	3200	1293	0.404	1552	0.485	1552	0.485	1552	0.485
RIGHT	1.00	1600	90	0.056	108	0.068	108	0.068	108	0.068
WB LEFT	1.00	1600	81	0.051	97	0.061	97	0.061	97	0.061
THRU	2.00	3200	1019	0.318	1223	0.382	1223	0.382	1223	0.382
RIGHT	1.00	1600	108	0.068	130	0.081	130	0.081	130	0.081
Intersection Volume			3786		4543		4543		4543	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.693		0.822		0.822		0.822	
Stopped Delay (sec/veh)			14.3		28.3		28.3		28.3	
LEVEL OF SERVICE (LOS)			B		D		D		D	

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

Wilmington and Carson

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	15	0	0	0	0	0	0	0	0	0	0	15
ET	0	3	0	0	0	0	0	0	0	0	0	0	3
ER	0	41	0	0	0	0	0	0	0	0	0	0	41
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	59	0	0	0	0	0	0	0	0	0	0	59

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	189	0.118	227	0.142	227	0.142	227	0.142
THRU	2.00	3200	472	0.147	566	0.177	566	0.177	566	0.177
RIGHT	1.00	1600	162	0.101	194	0.122	194	0.122	194	0.122
SB LEFT	1.00	1600	233	0.146	280	0.175	280	0.175	280	0.175
THRU	2.00	3200	748	0.234	898	0.281	898	0.281	898	0.281
RIGHT	1.00	1600	326	0.204	391	0.245	391	0.245	391	0.245
EB LEFT	1.00	1600	126	0.079	151	0.095	151	0.095	166	0.104
THRU	2.00	3200	618	0.193	742	0.232	742	0.232	745	0.233
RIGHT	1.00	1600	139	0.087	167	0.104	167	0.104	208	0.130
WB LEFT	1.00	1600	118	0.074	142	0.089	142	0.089	142	0.089
THRU	2.00	3200	620	0.194	744	0.233	744	0.233	744	0.233
RIGHT	1.00	1600	140	0.087	168	0.105	168	0.105	168	0.105
Intersection Volume			3891		4669		4669		4728	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.674		0.799		0.799		0.808	
Stopped Delay (sec/veh)			12.4		24.9		24.9		26.3	
LEVEL OF SERVICE (LOS)			B		C		C		D	

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

Wilmington and Dominguez

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	21	0	0	0	0	0	0	0	0	0	0	21
SR	0	21	0	0	0	0	0	0	0	0	0	0	21
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	41	0	0	0	0	0	0	0	0	0	0	41

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	1.00	1600	10	0.006	12	0.007	12	0.007	12	0.007
THRU	2.00	3200	659	0.206	791	0.247	791	0.247	791	0.247
RIGHT	1.00	1600	127	0.079	152	0.095	152	0.095	152	0.095
SB LEFT	1.00	1600	42	0.026	50	0.032	50	0.032	50	0.032
THRU	2.00	3200	993	0.310	1192	0.372	1192	0.372	1212	0.379
RIGHT	1.00	1600	3	0.002	4	0.002	4	0.002	24	0.015
EB LEFT	0.00	0	5	0.000	6	0.000	6	0.000	6	0.000
THRU	1.00	1600	0	0.003	0	0.004	0	0.004	0	0.004
RIGHT	1.00	1600	32	0.020	38	0.024	38	0.024	38	0.024
WB LEFT	2.00	3120	473	0.152	568	0.182	568	0.182	568	0.182
THRU	1.00	1600	0	0.080	0	0.096	0	0.096	0	0.096
RIGHT	0.00	0	128	0.000	154	0.000	154	0.000	154	0.000
Intersection Volume			2472		2966		2966		3008	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.521		0.616		0.616		0.622	
Stopped Delay (sec/veh)			5.0		6.6		6.6		7.2	
LEVEL OF SERVICE (LOS)			A		B		B		B	

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

Wilmington and I405 NB Ramp

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P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	0	0	0	0	0	0	0	0	0	0	0	0
ST	0	21	0	0	0	0	0	0	0	0	0	0	21
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	21	0	0	0	0	0	0	0	0	0	0	21

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	420	0.131	504	0.158	504	0.158	504	0.158
RIGHT	1.00	1600	251	0.157	301	0.188	301	0.188	301	0.188
SB LEFT	1.00	1600	127	0.079	152	0.095	152	0.095	152	0.095
THRU	3.00	4800	1170	0.244	1404	0.292	1404	0.292	1425	0.297
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
WB LEFT	1.50	2360	756	0.320	907	0.384	907	0.384	907	0.384
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.50	800	315	0.394	378	0.472	378	0.472	378	0.472
Intersection Volume			3039		3647		3647		3667	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.614		0.727		0.727		0.731	
Stopped Delay (sec/veh)			6.4		17.7		17.7		18.1	
LEVEL OF SERVICE (LOS)			B		C		C		C	

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

Wilmington and I405 SB Ramp

File: C:eqPMO2.ivc

P.M. PEAK HOUR

TRIPS AT INTERSECTION FROM EACH PROJECT

	Projects or Project Groups (1 = Proposed Project)												
	1	2	3	4	5	6	7	8	9	10	11	12	Sum
NL	0	0	0	0	0	0	0	0	0	0	0	0	0
NT	0	0	0	0	0	0	0	0	0	0	0	0	0
NR	0	0	0	0	0	0	0	0	0	0	0	0	0
SL	0	21	0	0	0	0	0	0	0	0	0	0	21
ST	0	0	0	0	0	0	0	0	0	0	0	0	0
SR	0	0	0	0	0	0	0	0	0	0	0	0	0
EL	0	0	0	0	0	0	0	0	0	0	0	0	0
ET	0	0	0	0	0	0	0	0	0	0	0	0	0
ER	0	0	0	0	0	0	0	0	0	0	0	0	0
WL	0	0	0	0	0	0	0	0	0	0	0	0	0
WT	0	0	0	0	0	0	0	0	0	0	0	0	0
WR	0	0	0	0	0	0	0	0	0	0	0	0	0
Sum	0	21	0	0	0	0	0	0	0	0	0	0	21

INTERSECTION LEVEL OF SERVICE (LOS)

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

Movement	Lanes	Capacity	Year 2000 Volume	V/C	Forecast Year 2020 Volume	V/C	W/Proposed Project Volume	V/C	With ALL Projects Volume	V/C
NB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	2.00	3200	759	0.237	911	0.285	911	0.285	911	0.285
RIGHT	1.00	1600	821	0.513	985	0.616	985	0.616	985	0.616
SB LEFT	1.50	2360	1051	0.445	1261	0.534	1261	0.534	1282	0.543
THRU	2.50	4000	1440	0.360	1728	0.432	1728	0.432	1728	0.432
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
EB LEFT	1.00	1600	66	0.041	79	0.050	79	0.050	79	0.050
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	1.00	1600	156	0.097	187	0.117	187	0.117	187	0.117
WB LEFT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
THRU	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
RIGHT	0.00	0	0	0.000	0	0.000	0	0.000	0	0.000
Intersection Volume			4293		5152		5152		5172	
Signal Phasing Loss Factor			0.05		0.05		0.05		0.05	
Intersection V/C Ratio			0.774		0.919		0.919		0.927	
Stopped Delay (sec/veh)			22.4		43.7		43.7		45.5	
LEVEL OF SERVICE (LOS)			C		E		E		E	

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