LINSCOTT
LAW &
GREENSPAN
ENGINEERS

APPENDICES

LINSCOTT LAW & GREENSPAN
ENGINEERS

APPENDIX A

EXISTING TRAFFIC COUNT DATA

INTERSECTION TURNING MOVEMENT COUNT SUMMARY
ACCUTEK

CITY: CARSON
NORTH-SOUTH: MAIN ST.
EAST-WEST ST: 223RD ST.

DATE: 10-2-96
DAY: WEDNESDAY
PROJ NO. 2160

	TIME	SOUTH BOUND RT	SOUTH BOUND THRU	SOUTH BOUND LT	SB TOTAL	WEST BOUND RT	WEST BOUND THRU	WEST BOUND LT	WB TOTAL	NORTH BOUND RT	NORTH BOUND THRU	NORTH BOUND LT	NB TOTAL	EAST BOUND RT	EAST BOUND THRU	EAST BOUND LT	EB TOTAL	15' TOTAL	HR TOTAL
AM	7:15	17	62	20	99	13	112	35	160	31	91	14	136	10	92	28	130	525	
	7:30	23	74	51	148	37	148	19	204	48	122	41	211	12	119	16	147	710	
	7:45	62	144	74	280	67	255	34	356	60	164	52	276	29	197	50	276	1188	
	8:00	39	115	30	184	31	134	19	184	35	157	21	213	14	139	59	212	793	
	TOTAL	141	395	175	711	148	649	107	904	174	534	128	836	65	547	153	765		3216
	8:15	37	77	21	135	28	134	19	181	27	121	14	162	12	102	34	148	626	
	8:30	19	53	24	96	35	153	21	209	26	73	14	113	9	95	27	131	549	
	8:45	30	68	18	116	20	111	21	152	31	91	10	132	9	86	25	120	520	
	9:00	22	70	16	108	24	93	12	129	34	91	11	136	11	64	25	100	473	
	TOTAL	108	268	79	455	107	491	73	671	118	376	49	543	41	347	111	499		2168
PM	4:15	36	115	23	174	38	129	38	205	35	117	11	163	35	141	43	219	761	
	4:30	42	165	38	245	31	149	24	204	34	107	14	155	28	155	34	217	821	
	4:45	44	140	31	215	32	140	42	214	31	106	13	150	44	170	31	245	824	
	5:00	43	140	41	224	36	140	44	220	36	119	15	170	22	165	45	232	846	
	TOTAL	165	560	133	858	137	558	148	843	136	449	53	638	129	631	153	913		3252
	5:15	47	141	41	229	46	175	37	258	21	104	14	139	34	185	42	261	887	
	5:30	41	180	42	263	46	159	57	262	44	129	23	196	46	231	33	310	1031	
	5:45	52	161	53	266	40	168	43	251	34	110	22	166	44	158	41	243	926	
	6:00	49	155	37	241	48	150	43	241	48	116	23	187	32	137	41	210	879	
	TOTAL	189	637	173	999	180	652	180	1012	147	459	82	688	156	711	157	1024		3723
AM PEAK HOUR	7:15-8:15	161	410	176	747	163	671	91	925	170	564	128	862	67	557	159	783		3317
PM PEAK HOUR	5:00-6:00	189	637	173	999	180	652	180	1012	147	459	82	688	156	711	157	1024		3723

INTERSECTION TURNING MOVEMENT COUNT SUMMARY
ACCUTEK

CITY: CARSON
NORTH-SOUTH: ~~ROSEMEAD BLVD.~~ MAIN STREET
EAST-WEST ST: ~~VALLEY BLVD.~~ 223rd STREET
DATE: 10-8-96
DAY: TUESDAY
PROJ NO. 2160

	TIME	SOUTH BOUND RT	SOUTH BOUND THRU	SOUTH BOUND LT	SB TOTAL	WEST BOUND RT	WEST BOUND THRU	WEST BOUND LT	WB TOTAL	NORTH BOUND RT	NORTH BOUND THRU	NORTH BOUND LT	NB TOTAL	EAST BOUND RT	EAST BOUND THRU	EAST BOUND LT	EB TOTAL	15' TOTAL	HR TOTAL
AM	7:15	19	57	19	95	21	116	22	159	39	76	16	131	17	92	25	134	519	
	7:30	19	67	51	137	38	157	39	234	38	113	34	185	24	119	35	178	734	
	7:45	51	139	76	266	78	224	42	344	72	183	57	312	44	169	45	258	1180	
	8:00	46	100	48	194	44	179	32	255	39	196	24	259	25	145	56	226	934	
	TOTAL	135	363	194	692	181	676	135	992	188	568	131	887	110	525	161	796		3367
	8:15	49	96	20	165	38	159	21	218	41	142	19	202	15	110	41	166	751	
	8:30	21	55	11	87	26	137	24	187	34	119	14	167	15	97	30	142	583	
	8:45	25	60	16	101	20	131	19	170	19	77	14	110	10	85	23	118	499	
	9:00	23	75	15	113	21	125	22	168	27	66	9	102	17	65	25	107	490	
	TOTAL	118	286	62	466	105	552	86	743	121	404	56	581	57	357	119	533		2323
PM	4:15	42	132	28	202	36	116	36	188	28	113	18	159	20	155	37	212	761	
	4:30	33	116	54	203	36	101	23	160	31	134	12	177	33	151	27	211	751	
	4:45	34	149	41	224	40	134	37	211	41	101	11	153	26	158	39	223	811	
	5:00	52	167	43	262	31	149	34	214	36	114	17	167	25	167	45	237	880	
	TOTAL	161	564	166	891	143	500	130	773	136	462	58	656	104	631	148	883		3203
	5:15	47	178	44	269	32	144	34	210	28	102	14	144	31	197	38	266	889	
	5:30	53	155	45	253	32	162	39	233	51	120	14	185	33	165	45	243	914	
	5:45	28	174	46	248	54	192	48	294	37	110	7	154	25	183	38	246	942	
	6:00	51	154	46	251	51	164	48	263	43	108	16	167	31	131	40	202	883	
	TOTAL	179	661	181	1021	169	662	169	1000	159	440	51	650	120	676	161	957		3628
AM PEAK HOUR 7:15-8:15		165	402	195	762	198	719	134	1051	190	634	134	958	108	543	177	828		3599
PM PEAK HOUR 5:00-6:00		179	661	181	1021	169	662	169	1000	159	440	51	650	120	676	161	957		3628

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH-SOUTH ST: MAIN
EAST-WEST ST: 228 TH ST

DATE: 8-30-94
DAY: TUESDAY
PROJ NO:

	TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
AM	7:15	6	60	3	13	12	6	6	62	6	5	4	9
	7:30	4	65	4	11	12	10	5	88	10	13	8	6
	7:45	8	91	6	18	25	20	8	112	14	12	18	10
	8:00	3	67	4	17	19	10	6	107	11	4	9	13
	TOTAL	21	283	17	59	68	46	25	369	41	34	39	38
	8:15	1	65	12	9	19	6	4	100	11	14	11	12
	8:30	6	52	5	5	7	7	1	40	6	1	7	4
	8:45	8	71	5	7	10	5	12	79	13	5	8	7
	9:00	4	72	5	6	12	9	3	84	9	3	17	3
	TOTAL	19	260	27	27	48	27	20	303	39	23	43	26
AM PEAK HOUR 7:15-8:15	TOTAL	16	288	26	55	75	46	23	407	46	43	46	41

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH-SOUTH ST: MAIN
EAST-WEST ST: 228 TH ST

DATE: 8-30-94
DAY: TUESDAY
PROJ NO:

TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
PM 4:15	22	125	13	6	14	8	13	114	8	7	29	13
4:30	17	145	15	10	15	9	14	127	12	11	19	15
4:45	12	147	20	6	14	21	10	115	18	15	23	22
5:00	11	155	26	8	23	8	17	144	14	15	35	19
TOTAL	62	572	74	30	66	46	54	500	52	48	106	69
5:15	18	129	20	7	20	12	8	144	17	12	30	8
5:30	24	178	25	8	16	11	28	92	12	22	35	11
5:45	19	153	12	5	19	16	12	115	14	10	34	12
6:00	14	150	18	8	25	15	13	135	12	8	19	11
TOTAL	75	610	75	28	80	54	61	486	55	52	118	42
PM PEAK HOUR 4:30-5:30 TOTAL	65	609	91	29	73	52	63	495	61	64	123	60

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH-SOUTH ST: MAIN
EAST-WEST ST: 228 TH ST

DATE: 9-8-94
DAY: THURSDAY
PROJ NO:

	TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
AM	7:15	6	46	5	9	7	12	9	72	3	9	12	11
	7:30	9	56	3	14	22	11	9	102	10	1	11	8
	7:45	9	79	6	15	31	16	7	141	8	10	22	14
	8:00	12	118	7	18	30	16	6	120	28	3	29	10
	TOTAL	36	299	21	56	90	55	31	435	49	23	74	43
	8:15	5	77	10	7	18	8	7	90	12	5	8	14
	8:30	5	67	3	6	7	5	4	68	7	6	12	3
	8:45	6	85	11	13	13	13	8	103	5	8	13	15
	9:00	14	96	6	19	11	12	5	87	10	4	11	20
	TOTAL	30	325	30	45	49	38	24	348	34	23	44	52
AM PEAK HOUR 7:15-8:15	TOTAL	35	330	26	54	101	51	29	453	58	19	70	46

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH-SOUTH ST: MAIN
EAST-WEST ST: 228 TH ST

DATE: 9-8-94
DAY: THURSDAY
PROJ NO:

TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
PM 4:15	22	181	12	14	16	9	17	117	12	6	23	13
4:30	21	124	11	11	15	9	10	104	5	6	18	9
4:45	16	156	12	12	29	7	13	121	9	11	34	10
5:00	18	183	26	6	25	13	14	157	22	6	26	15
TOTAL	77	644	61	43	85	38	54	499	48	29	101	47
5:15	13	151	29	8	18	10	9	117	13	17	30	14
5:30	31	202	17	13	32	24	9	152	12	10	24	17
5:45	18	148	16	8	29	20	7	152	4	9	15	18
6:00	24	146	20	9	25	9	20	136	21	15	28	6
TOTAL	86	647	82	38	104	63	45	557	50	51	97	55
PM PEAK HOUR 4:45-5:45 TOTAL	80	684	88	35	104	67	39	578	51	42	95	64

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH-SOUTH ST: MAIN
EAST-WEST ST: SEPULVEDA

DATE: 9-13-94
DAY: TUESDAY
PROJ NO:

TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
AM 7:15	28	46	13	10	124	29	20	43	10	20	95	16
7:30	30	62	12	13	145	36	38	67	29	19	153	13
7:45	31	65	12	6	184	33	27	76	29	25	142	22
8:00	35	87	15	9	142	33	32	69	31	35	136	17
TOTAL	124	260	52	38	595	131	117	255	99	99	526	68
8:15	36	75	18	6	186	35	39	81	31	27	128	18
8:30	26	51	11	15	117	24	21	50	19	24	83	14
8:45	21	61	12	9	152	24	16	53	12	17	97	15
9:00	21	53	8	11	112	22	25	37	20	14	108	30
TOTAL	104	240	49	41	567	105	101	221	82	82	416	77
AM PEAK HOUR 7:15-8:15 TOTAL	132	289	57	34	657	137	136	293	120	106	559	70

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH-SOUTH ST: MAIN
EAST-WEST ST: SEPULVEDA

DATE: 8-30-94
DAY: TUESDAY
PROJ NO:

TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
AM 7:15	21	44	13	5	99	16	21	40	17	22	88	14
7:30	29	61	14	13	121	13	24	59	30	27	93	12
7:45	34	91	6	13	185	33	28	74	23	32	123	11
8:00	26	71	9	16	135	28	22	54	29	35	134	14
TOTAL	110	267	42	47	540	90	95	227	99	116	438	51
8:15	22	43	14	11	127	15	16	50	16	21	75	10
8:30	22	52	11	21	134	19	24	39	12	13	101	11
8:45	10	68	9	17	133	20	16	66	18	16	73	16
9:00	20	39	8	18	92	25	15	50	20	11	81	22
TOTAL	74	202	42	67	486	79	71	205	66	61	330	59
AM PEAK HOUR 7:15-8:15 TOTAL	111	266	43	53	568	89	90	237	98	115	425	47

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH-SOUTH ST: MAIN
EAST-WEST ST: SEPULVEDA

DATE: 8-30-94
DAY: TUESDAY
PROJ NO:

TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
PM 4:15	28	81	22	25	133	14	34	85	28	24	127	25
4:30	15	64	14	15	114	35	28	67	18	27	106	27
4:45	21	80	24	25	142	49	40	85	27	20	151	33
5:00	28	80	15	21	124	36	30	90	13	28	151	33
TOTAL	92	305	75	76	513	134	132	327	86	99	535	118
5:15	46	112	24	28	192	36	56	129	56	43	208	42
5:30	33	88	24	22	164	35	41	81	28	32	133	28
5:45	56	122	16	21	196	46	65	122	32	28	193	35
6:00	20	52	7	17	189	33	28	40	5	26	171	32
TOTAL	155	374	71	88	741	150	190	372	121	129	705	137
PM PEAK HOUR 4:45-5:45 TOTAL	163	402	79	92	676	153	192	422	129	131	685	138

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH-SOUTH ST: MAIN
EAST-WEST ST: SEPULVEDA

DATE: 9-8-94
DAY: THURSDAY
PROJ NO:

	TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
AM	7:15	17	49	11	11	89	23	20	47	16	16	93	15
	7:30	34	50	11	9	147	27	28	66	23	22	93	9
	7:45	32	63	12	12	177	34	38	72	32	28	127	16
	8:00	30	82	8	13	149	35	24	55	32	33	158	18
	TOTAL	113	244	42	45	562	119	110	240	103	99	471	58
	8:15	40	81	16	19	193	46	31	90	27	22	159	17
	8:30	21	68	9	14	120	27	21	64	20	33	96	21
	8:45	23	84	9	14	151	24	28	57	22	16	123	3
	9:00	33	64	16	12	119	18	21	47	13	19	104	29
	TOTAL	117	297	50	59	583	115	101	258	82	90	482	70
AM PEAK HOUR 7:15-8:15	TOTAL	136	276	47	53	666	142	121	283	114	105	537	60

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH-SOUTH ST: MAIN
EAST-WEST ST: SEPULVEDA

DATE: 9-8-94
DAY: THURSDAY
PROJ NO:

	TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
PM	4:15	27	86	17	23	152	30	30	79	34	38	144	33
	4:30	21	107	14	20	153	29	44	89	15	22	132	32
	4:45	32	83	31	18	166	33	32	95	36	55	190	32
	5:00	25	105	17	28	178	30	41	126	31	70	206	25
	TOTAL	105	381	79	89	649	122	147	389	116	185	672	122
	5:15	31	108	24	13	161	37	49	108	49	34	198	30
	5:30	29	106	22	21	207	47	47	97	24	36	213	46
	5:45	52	90	23	37	199	38	50	81	23	28	177	38
	6:00	42	94	22	27	155	50	48	95	22	26	173	37
	TOTAL	154	398	91	98	722	172	194	381	118	124	761	151
PM PEAK HOUR 4:45-5:45	TOTAL	137	409	86	99	745	152	187	412	127	168	794	139

INTERSECTION TURNING MOVEMENT COUNT SUMMARY
ACCUTEK

CITY: CARSON
NORTH-SOUTH: FIGUEROA ST.
EAST-WEST ST: 223RD ST.

DATE: 10-2-96
DAY: WEDNESDAY
PROJ NO. 2160

	TIME	SOUTH BOUND RT	SOUTH BOUND THRU	SOUTH BOUND LT	SB TOTAL	WEST BOUND RT	WEST BOUND THRU	WEST BOUND LT	WB TOTAL	NORTH BOUND RT	NORTH BOUND THRU	NORTH BOUND LT	NB TOTAL	EAST BOUND RT	EAST BOUND THRU	EAST BOUND LT	EB TOTAL	15' TOTAL	HR TOTAL
AM	7:15	26	20	7	53	35	122	11	168	14	78	16	108	32	103	69	204	533	
	7:30	24	30	18	72	63	147	11	221	19	104	24	147	34	144	81	259	699	
	7:45	38	56	20	114	105	188	14	307	41	172	30	243	28	182	88	298	962	
	8:00	64	63	18	145	64	208	28	300	38	159	39	236	44	147	92	283	964	
	TOTAL	152	169	63	384	267	665	64	996	112	513	109	734	138	576	330	1044		3158
	8:15	23	39	13	75	27	151	16	194	34	118	26	178	43	118	58	219	666	
	8:30	35	30	17	82	34	163	13	210	18	103	20	141	21	81	56	158	591	
	8:45	16	34	12	62	24	124	15	163	20	76	13	109	19	80	59	158	492	
	9:00	23	29	8	60	23	108	17	148	15	68	14	97	21	70	65	156	461	
	TOTAL	97	132	50	279	108	546	61	715	87	365	73	525	104	349	238	691		2210
PM	4:15	16	49	10	75	39	132	19	190	24	58	9	91	43	220	86	349	705	
	4:30	18	60	29	107	31	132	19	182	22	81	7	110	55	169	53	277	676	
	4:45	28	46	21	95	38	153	13	204	23	96	11	130	52	213	61	326	755	
	5:00	33	68	26	127	40	145	10	195	19	61	15	95	81	225	65	371	788	
	TOTAL	95	223	86	404	148	562	61	771	88	296	42	426	231	827	265	1323		2924
	5:15	25	68	32	125	42	154	6	202	17	69	17	103	67	231	62	360	790	
	5:30	35	67	27	129	41	169	14	224	20	59	10	89	71	291	67	429	871	
	5:45	23	74	19	116	35	170	27	232	19	76	13	108	70	211	66	347	803	
	6:00	37	71	24	132	35	172	18	225	27	74	14	115	60	203	53	316	788	
	TOTAL	120	280	102	502	153	665	65	883	83	278	54	415	268	936	248	1452		3252
AM PEAK HOUR 7:15-8:15		149	188	69	406	259	694	69	1022	132	553	119	804	149	591	319	1059		3291
PM PEAK HOUR 4:45-5:45		116	277	104	497	158	638	57	853	75	265	55	395	289	958	260	1507		3252

INTERSECTION TURNING MOVEMENT COUNT SUMMARY
ACCUTEK

CITY: CARSON
NORTH-SOUTH: FIGUEROA ST.
EAST-WEST ST: 223RD ST.

DATE: 10-08-96
DAY: TUESDAY
PROJ NO. 2160

TIME	SOUTH BOUND RT	SOUTH BOUND THRU	SOUTH BOUND LT	SB TOTAL	WEST BOUND RT	WEST BOUND THRU	WEST BOUND LT	WB TOTAL	NORTH BOUND RT	NORTH BOUND THRU	NORTH BOUND LT	NB TOTAL	EAST BOUND RT	EAST BOUND THRU	EAST BOUND LT	EB TOTAL	15' TOTAL	HR TOTAL
AM 7:15	25	20	7	52	35	120	8	163	9	74	16	99	27	123	66	216	530	
7:30	24	29	12	65	50	150	12	212	29	97	15	141	28	133	91	252	670	
7:45	45	50	24	119	117	225	19	361	39	207	34	280	33	190	105	328	1088	
8:00	50	69	9	128	74	196	19	289	40	262	35	337	47	157	99	303	1057	
TOTAL	144	168	52	364	181	691	58	930	117	640	100	857	135	603	361	1099		3345
8:15	25	39	13	77	34	195	14	243	41	199	37	277	37	123	68	228	825	
8:30	29	31	16	76	32	135	15	182	21	147	26	194	29	104	58	191	643	
8:45	22	37	11	70	33	127	17	177	22	115	18	155	19	73	60	152	554	
9:00	21	28	11	60	23	127	21	171	12	65	10	87	23	69	63	155	473	
TOTAL	97	135	51	283	122	584	67	773	96	526	91	713	108	369	249	726		2495
PM 4:15	37	74	16	127	28	109	15	152	20	66	11	97	47	207	72	326	702	
4:30	29	50	24	103	18	111	11	140	11	65	12	88	76	192	62	330	661	
4:45	20	55	20	95	32	126	13	171	28	89	10	127	49	208	84	341	734	
5:00	37	70	22	129	31	144	15	190	25	70	13	108	59	197	72	328	755	
TOTAL	123	249	82	454	109	490	54	653	84	290	46	420	231	804	290	1325		2852
5:15	44	67	26	137	28	159	29	216	28	67	14	109	78	276	70	424	886	
5:30	35	75	24	134	27	167	26	220	30	68	9	107	58	228	71	357	818	
5:45	22	68	22	112	31	158	33	222	20	67	17	104	69	223	58	350	788	
6:00	21	75	15	111	32	174	24	230	33	89	6	128	71	184	51	306	775	
TOTAL	122	285	87	494	118	658	112	888	111	291	46	448	276	911	250	1437		3267
AM PEAK HOUR 7:15-8:15	144	187	58	389	275	766	64	1105	149	765	121	1035	145	603	363	1111		3640
PM PEAK HOUR 5:00-6:00	122	285	87	494	118	658	112	888	111	291	46	448	276	911	250	1437		3267

INTERSECTION TURNING MOVEMENT COUNT SUMMARY
ACCUTEK

CITY: CARSON
NORTH-SOUTH: FIGUEROA ST.
EAST-WEST ST: 228TH ST.

DATE: 10-2-96
DAY: WEDNESDAY
PROJ NO. 2160

	TIME	SOUTH BOUND RT	SOUTH BOUND THRU	SOUTH BOUND LT	SB TOTAL	WEST BOUND RT	WEST BOUND THRU	WEST BOUND LT	WB TOTAL	NORTH BOUND RT	NORTH BOUND THRU	NORTH BOUND LT	NB TOTAL	EAST BOUND RT	EAST BOUND THRU	EAST BOUND LT	EB TOTAL	15' TOTAL	HR TOTAL
AM	7:15	7	36	11	54	27	21	9	57	4	57	17	78	7	20	18	45	234	
	7:30	17	45	17	79	37	48	14	99	8	87	15	110	15	27	23	65	353	
	7:45	25	53	17	95	53	56	20	129	16	140	26	182	15	40	27	82	488	
	8:00	21	78	15	114	62	59	21	142	14	136	23	173	14	45	34	93	522	
	TOTAL	70	212	60	342	179	184	64	427	42	420	81	543	51	132	102	285		1597
	8:15	15	48	11	74	33	71	27	131	9	100	14	123	17	41	28	86	414	
	8:30	10	35	8	53	20	43	15	78	10	97	18	125	7	22	17	46	302	
	8:45	11	45	9	65	23	33	13	69	4	70	9	83	7	20	20	47	264	
	9:00	16	34	8	58	22	25	12	59	4	54	8	66	7	18	21	46	229	
	TOTAL	52	162	36	250	98	172	67	337	27	321	49	397	38	101	86	225		1209
PM	4:15	11	84	23	118	16	33	9	58	10	66	11	87	14	43	12	69	332	
	4:30	15	81	31	127	10	33	21	64	20	73	7	100	20	46	22	88	379	
	4:45	17	83	29	129	21	35	17	73	25	69	10	104	18	48	30	96	402	
	5:00	15	102	30	147	13	27	15	55	21	61	16	98	20	40	19	79	379	
	TOTAL	58	350	113	521	60	128	62	250	76	269	44	389	72	177	83	332		1492
	5:15	11	94	41	146	19	38	17	74	17	62	16	95	19	66	19	104	419	
	5:30	18	99	36	153	20	47	13	80	20	60	15	95	25	62	15	102	430	
	5:45	17	108	34	159	16	35	7	58	13	69	17	99	16	46	23	85	401	
	6:00	12	100	26	138	14	32	20	66	22	76	13	111	25	64	12	101	416	
	TOTAL	58	401	137	596	69	152	57	278	72	267	61	400	85	238	69	392		1666
AM PEAK HOUR 7:15-8:15		78	224	60	362	185	234	82	501	47	463	78	588	61	153	112	326		1777
PM PEAK HOUR 5:00-6:00		58	401	137	596	69	152	57	278	72	267	61	400	85	238	69	392		1666

INTERSECTION TURNING MOVEMENT COUNT SUMMARY
ACCUTEK

CITY: CARSON
NORTH-SOUTH: FIGUEROA ST.
EAST-WEST ST: 228TH ST.

DATE: 10-08-96
DAY: TUESDAY
PROJ NO. 2160

TIME	SOUTH BOUND RT	SOUTH BOUND THRU	SOUTH BOUND LT	SB TOTAL	WEST BOUND RT	WEST BOUND THRU	WEST BOUND LT	WB TOTAL	NORTH BOUND RT	NORTH BOUND THRU	NORTH BOUND LT	NB TOTAL	EAST BOUND RT	EAST BOUND THRU	EAST BOUND LT	EB TOTAL	15' TOTAL	HR TOTAL
AM 7:15	7	35	11	53	28	36	10	74	5	57	12	74	11	22	11	44	245	
7:30	13	42	10	65	39	59	20	118	11	114	13	138	18	26	19	63	384	
7:45	17	69	14	100	55	68	21	144	13	183	28	224	6	35	31	72	540	
8:00	26	67	25	118	57	57	32	146	10	211	28	249	24	35	44	103	616	
TOTAL	63	213	60	336	179	220	83	482	39	565	81	685	59	118	105	282		1785
8:15	23	46	22	91	31	58	11	100	14	190	22	226	11	38	35	84	501	
8:30	22	41	15	78	21	47	16	84	8	150	20	178	3	23	17	43	383	
8:45	19	42	4	55	30	41	16	87	9	93	16	118	8	32	21	61	321	
9:00	6	43	8	57	13	24	5	42	7	58	4	69	4	16	12	32	200	
TOTAL	70	172	49	291	95	170	48	313	38	491	62	591	26	109	85	220		1405
PM 4:15	12	83	24	119	20	29	11	60	18	67	9	94	18	51	22	91	364	
4:30	16	87	31	134	9	34	12	55	19	71	11	101	25	58	17	100	390	
4:45	13	69	27	109	12	28	9	49	11	65	14	90	20	58	29	107	355	
5:00	18	87	29	134	10	40	10	60	15	69	13	97	14	51	33	98	389	
TOTAL	59	326	111	496	51	131	42	224	63	272	47	382	77	218	101	396		1498
5:15	21	92	33	146	18	47	13	78	9	74	13	96	27	64	22	113	433	
5:30	13	107	43	163	13	37	15	65	21	74	16	111	15	72	15	102	441	
5:45	17	108	31	156	20	32	9	61	19	57	11	87	21	44	16	81	385	
6:00	18	99	33	150	20	51	14	85	9	67	7	83	14	39	24	77	395	
TOTAL	69	406	140	615	71	167	51	289	58	272	47	377	77	219	77	373		1654
AM PEAK HOUR 7:15-8:15	79	224	71	374	182	242	84	508	48	698	91	837	59	134	129	322		2041
PM PEAK HOUR 5:00-6:00	69	406	140	615	71	167	51	289	58	272	47	377	77	219	77	373		1654

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH–SOUTH ST: FIGUEROA
EAST–WEST ST: SEPULVEDA

DATE: 8–30–94
DAY: TUESDAY
PROJ NO :

TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
AM 7:15	48	26	2	18	94	17	9	22	29	11	120	19
7:30	61	25	4	15	110	18	6	37	43	7	143	22
7:45	58	25	4	35	154	22	6	39	51	13	199	13
8:00	57	31	1	19	146	14	12	62	53	17	155	27
TOTAL	224	107	11	87	504	71	33	160	176	48	617	81
8:15	45	24	4	10	133	26	3	32	46	11	162	18
8:30	43	31	6	15	133	14	10	39	40	10	170	13
8:45	37	25	1	17	100	20	5	44	56	5	134	12
9:00	30	35	4	15	120	17	3	43	55	7	140	9
TOTAL	155	115	15	57	486	77	21	158	197	33	606	52
AM PEAK HOUR 7:30–8:30 TOTAL	203	111	15	79	566	76	31	172	190	51	686	71

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH–SOUTH ST: FIGUEROA
EAST–WEST ST: SEPULVEDA

DATE: 8–30–94
DAY: TUESDAY
PROJ NO :

TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
PM 4:15	20	60	12	19	141	22	2	59	31	32	154	31
4:30	21	113	20	22	115	16	7	52	68	70	137	64
4:45	23	78	27	7	168	9	9	56	33	62	155	51
5:00	11	69	13	23	154	13	15	41	35	32	186	28
TOTAL	75	320	72	71	578	60	33	208	167	196	632	174
5:15	39	110	25	15	210	42	11	41	54	55	134	42
5:30	67	98	68	33	183	17	78	20	81	74	143	84
5:45	48	142	25	18	238	15	15	49	43	49	181	62
6:00	27	100	32	10	151	11	10	51	15	30	193	26
TOTAL	181	450	150	76	782	85	114	161	193	208	651	214
PM PEAK HOUR 4:45–5:45 TOTAL	165	419	131	89	785	87	119	151	213	210	644	216

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH–SOUTH ST: FIGUEROA
EAST–WEST ST: SEPULVEDA

DATE: 10–20–94
DAY: THURSDAY
PROJ NO :

TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
AM 7:15	30	23	5	5	128	15	3	40	46	23	122	29
7:30	42	43	5	11	167	11	4	48	50	37	159	31
7:45	52	77	14	5	195	18	8	72	72	23	186	33
8:00	55	73	21	20	240	15	3	57	48	16	219	34
TOTAL	179	216	45	41	730	59	18	217	216	99	686	127
8:15	54	68	10	13	194	19	2	72	35	22	160	59
8:30	51	50	12	6	150	10	7	55	41	18	171	52
8:45	56	63	7	7	148	11	5	47	37	13	126	20
9:00	42	43	11	15	147	16	7	24	30	14	124	22
TOTAL	203	224	40	41	639	56	21	198	143	67	581	153
AM PEAK HOUR 7:30–8:30 TOTAL	212	268	57	44	779	62	20	256	196	79	736	178

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CITY: CARSON
NORTH–SOUTH ST: FIGUEROA
EAST–WEST ST: SEPULVEDA

DATE: 10–20–94
DAY: THURSDAY
PROJ NO :

TIME	SOUTH BOUND RIGHT	SOUTH BOUND THRU	SOUTH BOUND LEFT	WEST BOUND RIGHT	WEST BOUND THRU	WEST BOUND LEFT	NORTH BOUND RIGHT	NORTH BOUND THRU	NORTH BOUND LEFT	EAST BOUND RIGHT	EAST BOUND THRU	EAST BOUND LEFT
PM 4:15	39	46	14	14	75	6	13	53	44	31	200	34
4:30	36	69	17	20	156	4	6	58	33	24	194	43
4:45	39	76	15	9	340	7	15	51	23	32	162	49
5:00	42	63	21	20	150	6	7	46	21	30	180	43
TOTAL	156	254	67	63	721	23	41	208	121	117	736	169
5:15	59	86	19	23	285	13	12	73	45	26	276	48
5:30	52	67	28	20	221	14	6	54	30	31	236	64
5:45	32	61	20	15	211	14	11	68	34	34	169	42
6:00	46	90	32	18	244	16	25	44	37	45	228	45
TOTAL	189	304	99	76	961	57	54	239	146	136	909	199
PM PEAK HOUR 5:00–6:00 TOTAL	189	304	99	76	961	57	54	239	146	136	909	199

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APPENDIX B

ICU/LOS CALCULATION SHEETS

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APPENDIX B

LEVEL OF SERVICE (LOS) AND INTERSECTION CAPACITY UTILIZATION (ICU)

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Level of Service concept denotes any one of a number of various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the Highway Capacity Manual of 1985. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing. The capacity per hour of green time for each approach is calculated based on the methods of the Highway Capacity Manual. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the Highway Capacity Manual) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e., when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

LEVEL OF SERVICE	LOAD FACTOR	EQUIVALENT
A (free flow)	0.0	0.0 - 0.60
B (rural design)	0.0 - 0.1	0.61 - 0.70
C (urban design)	0.1 - 0.3	0.71 - 0.80
D (maximum urban design)	0.3 - 0.7	0.81 - 0.90
E (capacity)	0.7 - 1.0	0.91 - 1.00
F (forced flow)	Not Applicable	Not Applicable

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SERVICE LEVEL A

There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B

This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C

At this level stable operation continues. Loading is still intermittent but more frequent that at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D

This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E

This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F

Jammed conditions. Traffic backed up from a downstream location on one of the streets restricts or prevents movement of traffic through the intersection under consideration.

LINSCOTT
LAW &
GREENSPAN
ENGINEERS

2001 HORIZON YEAR ANALYSIS

PROJECT NAME: CARSON TERMINAL SITE RESIDENTIAL PROJECT

OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING

AM PEAK HOUR

	Existing 1996 Traffic				Ambient 2001 Traffic				Project Traffic 90% Occupancy													
					150																	
MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	131	1600	0.082		20	151	1600	0.094	0	151	1600	0.094	0	151	1600	0.094	0	151	1600	0.094	0	151	1600	0.094
NBT	599	3400	0.176	*	90	689	3400	0.203	* 0	689	3400	0.203	* 19	708	3400	0.208	* 0	708	3400	0.208	* 0	708	3400	0.208 *
NBR*	180	1600	0.113		27	207	1600	0.129	0	207	1600	0.129	10	217	1600	0.136	0	217	1600	0.136	0	217	1600	0.136
SBL	186	1600	0.116	*	28	214	1600	0.134	* 0	214	1600	0.134	* 0	214	1600	0.134	* 0	214	1600	0.134	* 0	214	1600	0.134 *
SBT	406	3400	0.119		61	467	3400	0.137	0	467	3400	0.137	5	472	3400	0.139	0	472	3400	0.139	0	472	3400	0.139
SBR*	163	1600	0.102		25	188	1600	0.118	0	188	1600	0.118	0	188	1600	0.118	0	188	1600	0.118	0	188	1600	0.118
EBL	168	1600	0.105	*	25	193	1600	0.121	* 0	193	1600	0.121	* 0	193	1600	0.121	* 0	193	1600	0.121	* 0	193	1600	0.121 *
EBT	550	3400	0.162		83	633	3400	0.186	0	633	3400	0.186	0	633	3400	0.186	0	633	3400	0.186	0	633	3400	0.186
EBR*	88	1600	0.055		13	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063
WBL	113	1600	0.071		17	130	1600	0.081	0	130	1600	0.081	2	132	1600	0.083	0	132	1600	0.083	0	132	1600	0.083
WBT	695	3400	0.204	*	104	799	3400	0.235	* 0	799	3400	0.235	* 0	799	3400	0.235	* 0	799	3400	0.235	* 0	799	3400	0.235 *
WBR*	181	1600	0.113		27	208	1600	0.130	0	208	1600	0.130	0	208	1600	0.130	0	208	1600	0.130	0	208	1600	0.130
	CLEARANCE		0.10		CLEARANCE			0.10	CLEARANCE			0.10	CLEARANCE			0.10	CLEARANCE			0.10	CLEARANCE			0.10
	ICU VALUE		0.702		ICU VALUE			0.793	ICU VALUE			0.793	ICU VALUE			0.798	ICU VALUE			0.798	ICU VALUE			0.798
	LEVEL OF SERVICE		C		LEVEL OF SERVICE			C	LEVEL OF SERVICE			C	LEVEL OF SERVICE			C	LEVEL OF SERVICE			C	LEVEL OF SERVICE			C

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	67	1600	0.042		10	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048
NBT	450	3400	0.132	*	68	518	3400	0.152	* 0	518	3400	0.152	* 9	527	3400	0.155	* 0	527	3400	0.155	* 0	527	3400	0.155 *
NBR*	153	1600	0.096		23	176	1600	0.110	0	176	1600	0.110	5	181	1600	0.113	0	181	1600	0.113	0	181	1600	0.113
SBL	177	1600	0.111	*	27	204	1600	0.128	* 0	204	1600	0.128	* 0	204	1600	0.128	* 0	204	1600	0.128	* 0	204	1600	0.128 *
SBT	649	3400	0.191		97	746	3400	0.219	0	746	3400	0.219	21	767	3400	0.226	0	767	3400	0.226	0	767	3400	0.226
SBR*	184	1600	0.115		28	212	1600	0.133	0	212	1600	0.133	0	212	1600	0.133	0	212	1600	0.133	0	212	1600	0.133
EBL	159	1600	0.099		24	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114	0	183	1600	0.114
EBT	694	3400	0.204	*	104	798	3400	0.235	* 0	798	3400	0.235	* 0	798	3400	0.235	* 0	798	3400	0.235	* 0	798	3400	0.235 *
EBR*	138	1600	0.086		21	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099
WBL	175	1600	0.109	*	26	201	1600	0.126	* 0	201	1600	0.126	* 10	211	1600	0.132	* 0	211	1600	0.132	* 0	211	1600	0.132 *
WBT	657	3400	0.193		99	756	3400	0.222	0	756	3400	0.222	0	756	3400	0.222	0	756	3400	0.222	0	756	3400	0.222
WBR*	175	1600	0.109		26	201	1600	0.126	0	201	1600	0.126	0	201	1600	0.126	0	201	1600	0.126	0	201	1600	0.126
	CLEARANCE		0.10		CLEARANCE			0.10	CLEARANCE			0.10	CLEARANCE			0.10	CLEARANCE			0.10	CLEARANCE			0.10
	ICU VALUE		0.656		ICU VALUE			0.741	ICU VALUE			0.741	ICU VALUE			0.750	ICU VALUE			0.750	ICU VALUE			0.750
	LEVEL OF SERVICE		B		LEVEL OF SERVICE			C	LEVEL OF SERVICE			C	LEVEL OF SERVICE			C	LEVEL OF SERVICE			C	LEVEL OF SERVICE			C

* = functions as right-turn lane, but not striped as such

N/S: MAIN STREET
E/W: 223RD STREET
FILE: 1843-1A

MAIN STREET / 223RD STREET
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 1A

4-7

PROJECT NAME: CARSON TERMINAL SITE RESIDENTIAL PROJECT

AM PEAK HOUR

	Existing 1996 Traffic				Ambient 2001 Traffic				Project Traffic 90% Occupancy															
					.150				OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING			
MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	55	1600	0.034		8	63	1600	0.039	0	63	1600	0.039	4	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042
NBT	456	3400	0.142	*	68	524	3400	0.164	* 0	524	3400	0.164	* 0	524	3400	0.164	* 0	524	3400	0.164	* 0	524	3400	0.164	*
NBR	28	0	0.000		4	32	0	0.000	0	32	0	0.000	0	32	0	0.000	0	32	0	0.000	0	32	0	0.000
SBL	28	1600	0.018	*	4	32	1600	0.020	* 0	32	1600	0.020	* 0	32	1600	0.020	* 0	32	1600	0.020	* 0	32	1600	0.020	*
SBT	328	3400	0.105		49	377	3400	0.120	0	377	3400	0.120	0	377	3400	0.122	0	377	3400	0.122	0	377	3400	0.122
SBR	28	0	0.000		4	32	0	0.000	0	32	0	0.000	7	39	0	0.000	0	39	0	0.000	0	39	0	0.000
EBL	47	0	0.000	*	7	54	0	0.000	* 0	54	0	0.000	* 29	83	0	0.000	* 0	83	0	0.000	* 0	83	0	0.000	*
EBT	62	1600	0.089		9	71	1600	0.102	0	71	1600	0.102	0	71	1600	0.129	0	71	1600	0.129	0	71	1600	0.129
EBR	33	0	0.000		5	38	0	0.000	0	38	0	0.000	14	52	0	0.000	0	52	0	0.000	0	52	0	0.000
WBL	52	0	0.000		8	60	0	0.000	0	60	0	0.000	0	60	0	0.000	0	60	0	0.000	0	60	0	0.000
WBT	93	1600	0.127	*	14	107	1600	0.146	* 0	107	1600	0.146	* 0	107	1600	0.146	* 0	107	1600	0.146	* 0	107	1600	0.146	*
WBR	58	0	0.000		9	67	0	0.000	0	67	0	0.000	0	67	0	0.000	0	67	0	0.000	0	67	0	0.000
	CLEARANCE		0.10			CLEARANCE		0.10		CLEARANCE		0.10		CLEARANCE		0.10		CLEARANCE		0.10		CLEARANCE		0.10
	ICU VALUE		0.387			ICU VALUE		0.430		ICU VALUE		0.430		ICU VALUE		0.430		ICU VALUE		0.430		ICU VALUE		0.430
	LEVEL OF SERVICE		A			LEVEL OF SERVICE		A		LEVEL OF SERVICE		A		LEVEL OF SERVICE		A		LEVEL OF SERVICE		A		LEVEL OF SERVICE		A

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	59	1600	0.037	*	9	68	1600	0.043	* 0	68	1600	0.043	* 16	84	1600	0.053	* 0	84	1600	0.053	* 0	84	1600	0.053	*
NBT	569	3400	0.183		85	654	3400	0.211	0	654	3400	0.211	0	654	3400	0.211	0	654	3400	0.211	0	654	3400	0.211
NBR	54	0	0.000		8	62	0	0.000	0	62	0	0.000	0	62	0	0.000	0	62	0	0.000	0	62	0	0.000
SBL	95	1600	0.059		14	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068	0	109	1600	0.068
SBT	686	3400	0.224	*	103	789	3400	0.258	* 0	789	3400	0.258	* 0	789	3400	0.267	* 0	789	3400	0.267	* 0	789	3400	0.267	*
SBR	77	0	0.000		12	89	0	0.000	0	89	0	0.000	31	120	0	0.000	0	120	0	0.000	0	120	0	0.000
EBL	66	0	0.000		10	76	0	0.000	0	76	0	0.000	14	90	0	0.000	0	90	0	0.000	0	90	0	0.000
EBT	116	1600	0.149	*	17	133	1600	0.171	* 0	133	1600	0.171	* 0	133	1600	0.184	* 0	133	1600	0.184	* 0	133	1600	0.184	*
EBR	56	0	0.000		8	64	0	0.000	0	64	0	0.000	7	71	0	0.000	0	71	0	0.000	0	71	0	0.000
WBL	64	0	0.000	*	10	74	0	0.000	* 0	74	0	0.000	* 0	74	0	0.000	* 0	74	0	0.000	* 0	74	0	0.000	*
WBT	94	1600	0.120		14	108	1600	0.138	0	108	1600	0.138	0	108	1600	0.138	0	108	1600	0.138	0	108	1600	0.138
WBR	34	0	0.000		5	39	0	0.000	0	39	0	0.000	0	39	0	0.000	0	39	0	0.000	0	39	0	0.000
	CLEARANCE		0.10			CLEARANCE		0.10		CLEARANCE		0.10		CLEARANCE		0.10		CLEARANCE		0.10		CLEARANCE		0.10
	ICU VALUE		0.510			ICU VALUE		0.572		ICU VALUE		0.572		ICU VALUE		0.604		ICU VALUE		0.604		ICU VALUE		0.604
	LEVEL OF SERVICE		A			LEVEL OF SERVICE		A		LEVEL OF SERVICE		A		LEVEL OF SERVICE		B		LEVEL OF SERVICE		B		LEVEL OF SERVICE		B

N/S: MAIN STREET
E/W: 228TH STREET
FILE: 1843-2A

MAIN STREET / 228TH STREET
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 2A

PROJECT NAME: CARSON TERMINAL SITE RESIDENTIAL PROJECT

OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING

AM PEAK HOUR

	Existing 1996 Traffic				Ambient 2001 Traffic					Project Traffic 90% Occupancy												
					150																	
MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	
NBL	118	1600	0.074	*	18	136	1600	0.085	*	0	136	1600	0.085	*	0	136	1600	0.085	*	0	136	1600	0.085	*
NBT	287	3400	0.121		43	330	3400	0.139		0	330	3400	0.139		2	332	3400	0.139		0	332	3400	0.139	
NBR	123	0	0.000		19	142	0	0.000		0	142	0	0.000		0	142	0	0.000		0	142	0	0.000	
SBL	52	1600	0.033		8	60	1600	0.038		0	60	1600	0.038		5	65	1600	0.041		0	65	1600	0.041	
SBT	294	3400	0.126	*	44	338	3400	0.145	*	0	338	3400	0.145	*	10	348	3400	0.148	*	0	348	3400	0.148	*
SBR	134	0	0.000		20	154	0	0.000		0	154	0	0.000		0	154	0	0.000		0	154	0	0.000	
EBL	63	1600	0.039		10	73	1600	0.046		0	73	1600	0.046		0	73	1600	0.046		0	73	1600	0.046	
EBT	537	3400	0.192	*	81	618	3400	0.221	*	0	618	3400	0.221	*	0	618	3400	0.221	*	0	618	3400	0.221	*
EBR	117	0	0.000		18	135	0	0.000		0	135	0	0.000		0	135	0	0.000		0	135	0	0.000	
WBL	130	1600	0.081	*	20	150	1600	0.094	*	0	150	1600	0.094	*	0	150	1600	0.094	*	0	150	1600	0.094	*
WBT	668	3400	0.211		100	768	3400	0.243		0	768	3400	0.243		0	768	3400	0.243		0	768	3400	0.243	
WBR	50	0	0.000		8	58	0	0.000		0	58	0	0.000		1	59	0	0.000		0	59	0	0.000	
	CLEARANCE	0.10			CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10		
	ICU VALUE	0.573			ICU VALUE	0.645				ICU VALUE	0.645				ICU VALUE	0.648				ICU VALUE	0.648		
	LEVEL OF SERVICE	A			LEVEL OF SERVICE	B				LEVEL OF SERVICE	B				LEVEL OF SERVICE	B				LEVEL OF SERVICE	B		

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	
NBL	136	1600	0.085	*	20	156	1600	0.098	*	0	156	1600	0.098	*	0	156	1600	0.098	*	0	156	1600	0.098	*
NBT	442	3400	0.189		66	508	3400	0.217		0	508	3400	0.217		10	518	3400	0.220		0	518	3400	0.220	
NBR	201	0	0.000		30	231	0	0.000		0	231	0	0.000		0	231	0	0.000		0	231	0	0.000	
SBL	88	1600	0.055		13	101	1600	0.063		0	101	1600	0.063		2	103	1600	0.064		0	103	1600	0.064	
SBT	430	3400	0.173	*	65	495	3400	0.199	*	0	495	3400	0.199	*	5	500	3400	0.201	*	0	500	3400	0.201	*
SBR	159	0	0.000		24	183	0	0.000		0	183	0	0.000		0	183	0	0.000		0	183	0	0.000	
EBL	147	1600	0.092		22	169	1600	0.106		0	169	1600	0.106		0	169	1600	0.106		0	169	1600	0.106	
EBT	784	3400	0.277	*	118	902	3400	0.319	*	0	902	3400	0.319	*	0	902	3400	0.319	*	0	902	3400	0.319	*
EBR	159	0	0.000		24	183	0	0.000		0	183	0	0.000		0	183	0	0.000		0	183	0	0.000	
WBL	162	1600	0.101	*	24	186	1600	0.116	*	0	186	1600	0.116	*	0	186	1600	0.116	*	0	186	1600	0.116	*
WBT	754	3400	0.252		113	867	3400	0.289		0	867	3400	0.289		0	867	3400	0.291		0	867	3400	0.291	
WBR	102	0	0.000		15	117	0	0.000		0	117	0	0.000		5	122	0	0.000		0	122	0	0.000	
	CLEARANCE	0.10			CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10		
	ICU VALUE	0.736			ICU VALUE	0.832				ICU VALUE	0.832				ICU VALUE	0.834				ICU VALUE	0.834		
	LEVEL OF SERVICE	C			LEVEL OF SERVICE	D				LEVEL OF SERVICE	D				LEVEL OF SERVICE	D				LEVEL OF SERVICE	D		

N/S: MAIN STREET
E/W: SEPULVEDA BOULEVARD
FILE: 1843-3A

MAIN STREET / SEPULVEDA BOULEVARD
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 3A

PROJECT NAME: CARSON TERMINAL SITE RESIDENTIAL PROJECT

AM PEAK HOUR

	Existing 1996 Traffic			Ambient 2001 Traffic .150				OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING			
MVT	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	120	1600	0.075	18	138	1600	0.086	0	138	1600	0.086	5	143	1600	0.089	0	143	1600	0.089	0	143	1600	0.089
NBT	659	3400	0.235 *	99	758	3400	0.271 *	0	758	3400	0.271 *	14	772	3400	0.275 *	0	772	3400	0.275 *	0	772	3400	0.275 *
NBR	141	0	0.000	21	162	0	0.000	0	162	0	0.000	0	162	0	0.000	0	162	0	0.000	0	162	0	0.000
SBL	64	1600	0.040 *	10	74	1600	0.046 *	0	74	1600	0.046 *	0	74	1600	0.046 *	0	74	1600	0.046 *	0	74	1600	0.046 *
SBT	186	3400	0.098	28	214	3400	0.113	0	214	3400	0.113	1	215	3400	0.113	0	215	3400	0.113	0	215	3400	0.113
SBR	147	0	0.000	22	169	0	0.000	0	169	0	0.000	0	169	0	0.000	0	169	0	0.000	0	169	0	0.000
EBL	341	1600	0.213 *	51	392	1600	0.245 *	0	392	1600	0.245 *	0	392	1600	0.245 *	0	392	1600	0.245 *	0	392	1600	0.245 *
EBT	597	3400	0.176	90	687	3400	0.202	0	687	3400	0.202	0	687	3400	0.202	0	687	3400	0.202	0	687	3400	0.202
EBR*	147	1600	0.092	22	169	1600	0.106	0	169	1600	0.106	5	174	1600	0.109	0	174	1600	0.109	0	174	1600	0.109
WBL	67	1600	0.042	10	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048
WBT	730	3400	0.215 *	110	840	3400	0.247 *	0	840	3400	0.247 *	0	840	3400	0.247 *	0	840	3400	0.247 *	0	840	3400	0.247 *
WBR*	267	1600	0.167	40	307	1600	0.192	0	307	1600	0.192	0	307	1600	0.192	0	307	1600	0.192	0	307	1600	0.192
CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
ICU VALUE	**0.802**			ICU VALUE	**0.909**			ICU VALUE	**0.909**			ICU VALUE	**0.913**			ICU VALUE	**0.913**			ICU VALUE	**0.913**		
LEVEL OF SERVICE	D			LEVEL OF SERVICE	E			LEVEL OF SERVICE	E			LEVEL OF SERVICE	E			LEVEL OF SERVICE	E			LEVEL OF SERVICE	E		

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	51	1600	0.032	8	59	1600	0.037	0	59	1600	0.037	2	61	1600	0.038	0	61	1600	0.038	0	61	1600	0.038
NBT	230	3400	0.095 *	35	265	3400	0.109 *	0	265	3400	0.109 *	7	272	3400	0.111 *	0	272	3400	0.111 *	0	272	3400	0.111 *
NBR	93	0	0.000	14	107	0	0.000	0	107	0	0.000	0	107	0	0.000	0	107	0	0.000	0	107	0	0.000
SBL	96	1600	0.060 *	14	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *	0	110	1600	0.069 *
SBT	281	3400	0.118	42	323	3400	0.135	0	323	3400	0.135	5	328	3400	0.137	0	328	3400	0.137	0	328	3400	0.137
SBR	119	0	0.000	18	137	0	0.000	0	137	0	0.000	0	137	0	0.000	0	137	0	0.000	0	137	0	0.000
EBL	255	1600	0.159 *	38	293	1600	0.183 *	0	293	1600	0.183 *	0	293	1600	0.183 *	0	293	1600	0.183 *	0	293	1600	0.183 *
EBT	935	3400	0.275	140	1075	3400	0.316	0	1075	3400	0.316	0	1075	3400	0.316	0	1075	3400	0.316	0	1075	3400	0.316
EBR*	283	1600	0.177	43	326	1600	0.204	0	326	1600	0.204	21	347	1600	0.217	0	347	1600	0.217	0	347	1600	0.217
WBL	85	1600	0.053	13	98	1600	0.061	0	98	1600	0.061	0	98	1600	0.061	0	98	1600	0.061	0	98	1600	0.061
WBT	648	3400	0.191 *	97	745	3400	0.219 *	0	745	3400	0.219 *	0	745	3400	0.219 *	0	745	3400	0.219 *	0	745	3400	0.219 *
WBR*	138	1600	0.086	21	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099
CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
ICU VALUE	**0.605**			ICU VALUE	**0.680**			ICU VALUE	**0.680**			ICU VALUE	**0.682**			ICU VALUE	**0.682**			ICU VALUE	**0.682**		
LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B		

* = functions as right-turn lane, but not striped as such

N/S: FIGUEROA STREET
E/W: 223RD STREET
FILE: 1843-4A

FIGUEROA STREET / 223RD STREET
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 4A

PROJECT NAME: CARSON TERMINAL SITE RESIDENTIAL PROJECT

AM PEAK HOUR

	Existing 1996 Traffic				Ambient 2001 Traffic				Project Traffic 90% Occupancy											
	OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING			
MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	85	1600	0.053		13	98	1600	0.061	0	98	1600	0.061	0	98	1600	0.061	0	98	1600	0.061
NBT	581	3400	0.185	*	87	668	3400	0.213	* 0	668	3400	0.213	* 0	668	3400	0.214	* 0	668	3400	0.214	* 0	668	3400	0.214	*
NBR	48	0	0.000		7	55	0	0.000	0	55	0	0.000	6	61	0	0.000	0	61	0	0.000	0	61	0	0.000	
SBL	66	1600	0.041	*	10	76	1600	0.048	* 0	76	1600	0.048	* 6	82	1600	0.051	* 0	82	1600	0.051	* 0	82	1600	0.051	*
SBT	224	3400	0.089		34	258	3400	0.103	0	258	3400	0.103	0	258	3400	0.103	0	258	3400	0.103	0	258	3400	0.103	
SBR	79	0	0.000		12	91	0	0.000	0	91	0	0.000	0	91	0	0.000	0	91	0	0.000	0	91	0	0.000	
EBL	121	0	0.000	*	18	139	0	0.000	* 0	139	0	0.000	* 0	139	0	0.000	* 0	139	0	0.000	* 0	139	0	0.000	*
EBT	144	1600	0.203		22	166	1600	0.234	0	166	1600	0.234	1	167	1600	0.234	0	167	1600	0.234	0	167	1600	0.234	
EBR	60	0	0.000		9	69	0	0.000	0	69	0	0.000	0	69	0	0.000	0	69	0	0.000	0	69	0	0.000	
WBL	77	0	0.000		12	89	0	0.000	0	89	0	0.000	29	118	0	0.000	0	118	0	0.000	0	118	0	0.000	
WBT	229	1600	0.274	*	34	263	1600	0.315	* 0	263	1600	0.315	* 5	268	1600	0.348	* 0	268	1600	0.348	* 0	268	1600	0.348	*
WBR	132	0	0.000		20	152	0	0.000	0	152	0	0.000	19	171	0	0.000	0	171	0	0.000	0	171	0	0.000	
	CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
	ICU VALUE	0.600			ICU VALUE	0.676			ICU VALUE	0.676			ICU VALUE	0.713			ICU VALUE	0.713			ICU VALUE	0.713		
	LEVEL OF SERVICE	A			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	C			LEVEL OF SERVICE	C			LEVEL OF SERVICE	C		

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	54	1600	0.034		8	62	1600	0.039	0	62	1600	0.039	0	62	1600	0.039	0	62	1600	0.039
NBT	270	3400	0.099	*	41	311	3400	0.114	* 0	311	3400	0.114	* 0	311	3400	0.121	* 0	311	3400	0.121	* 0	311	3400	0.121	*
NBR	65	0	0.000		10	75	0	0.000	0	75	0	0.000	26	101	0	0.000	0	101	0	0.000	0	101	0	0.000	
SBL	139	1600	0.087	*	21	160	1600	0.100	* 0	160	1600	0.100	* 26	186	1600	0.116	* 0	186	1600	0.116	* 0	186	1600	0.116	*
SBT	404	3400	0.138		61	465	3400	0.159	0	465	3400	0.159	0	465	3400	0.159	0	465	3400	0.159	0	465	3400	0.159	
SBR	64	0	0.000		10	74	0	0.000	0	74	0	0.000	0	74	0	0.000	0	74	0	0.000	0	74	0	0.000	
EBL	73	0	0.000		11	84	0	0.000	0	84	0	0.000	0	84	0	0.000	0	84	0	0.000	0	84	0	0.000	
EBT	229	1600	0.239	*	34	263	1600	0.275	* 0	263	1600	0.275	* 5	268	1600	0.278	* 0	268	1600	0.278	* 0	268	1600	0.278	*
EBR	81	0	0.000		12	93	0	0.000	0	93	0	0.000	0	93	0	0.000	0	93	0	0.000	0	93	0	0.000	
WBL	54	0	0.000	*	8	62	0	0.000	* 0	62	0	0.000	* 14	76	0	0.000	* 0	76	0	0.000	* 0	76	0	0.000	*
WBT	160	1600	0.178		24	184	1600	0.204	0	184	1600	0.204	2	186	1600	0.220	0	186	1600	0.220	0	186	1600	0.220	
WBR	70	0	0.000		11	81	0	0.000	0	81	0	0.000	9	90	0	0.000	0	90	0	0.000	0	90	0	0.000	
	CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
	ICU VALUE	0.525			ICU VALUE	0.589			ICU VALUE	0.589			ICU VALUE	0.615			ICU VALUE	0.615			ICU VALUE	0.615		
	LEVEL OF SERVICE	A			LEVEL OF SERVICE	A			LEVEL OF SERVICE	A			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B		

N/S: FIGUEROA STREET
E/W: 228TH STREET
FILE: 1843-5A

FIGUEROA STREET / 228TH STREET
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 5A

PROJECT NAME: **CARSON TERMINAL SITE RESIDENTIAL PROJECT**

AM PEAK HOUR

	Existing 1996 Traffic				Ambient 2001 Traffic .150				Project Traffic 90% Occupancy															
	OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING			
MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	205	1600	0.128	*	31	236	1600	0.148	* 0	236	1600	0.148	* 0	236	1600	0.148	* 0	236	1600	0.148	* 0	236	1600	0.148 *
NBT	227	3400	0.075		34	261	3400	0.086	0	261	3400	0.086	1	262	3400	0.086	0	262	3400	0.086	0	262	3400	0.086
NBR	28	0	0.000		4	32	0	0.000	0	32	0	0.000	0	32	0	0.000	0	32	0	0.000	0	32	0	0.000
SBL	38	1600	0.024		6	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028
SBT	201	3400	0.059	*	30	231	3400	0.068	* 0	231	3400	0.068	* 5	236	3400	0.069	* 0	236	3400	0.069	* 0	236	3400	0.069 *
SBR	221	FREE	0.000		33	254	FREE	0.000	0	254	FREE	0.000	24	278	FREE	0.000	0	278	FREE	0.000	0	278	FREE	0.000
EBL	133	1600	0.083	*	20	153	1600	0.096	* 0	153	1600	0.096	* 5	158	1600	0.099	* 0	158	1600	0.099	* 0	158	1600	0.099 *
EBT	754	3400	0.222		113	867	3400	0.255	0	867	3400	0.255	0	867	3400	0.255	0	867	3400	0.255	0	867	3400	0.255
EBR	69	1600	0.043		10	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049
WBL	73	1600	0.046		11	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053
WBT	713	3400	0.229	*	107	820	3400	0.264	* 0	820	3400	0.264	* 0	820	3400	0.264	* 0	820	3400	0.264	* 0	820	3400	0.264 *
WBR	66	0	0.000		10	76	0	0.000	0	76	0	0.000	0	76	0	0.000	0	76	0	0.000	0	76	0	0.000
	CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
	ICU VALUE	0.599			ICU VALUE	0.676			ICU VALUE	0.676			ICU VALUE	0.680			ICU VALUE	0.680			ICU VALUE	0.680		
	LEVEL OF SERVICE	A			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B		

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	190	1600	0.119	*	29	219	1600	0.137	* 0	219	1600	0.137	* 0	219	1600	0.137	* 0	219	1600	0.137	* 0	219	1600	0.137 *
NBT	207	3400	0.088		31	238	3400	0.101	0	238	3400	0.101	5	243	3400	0.103	0	243	3400	0.103	0	243	3400	0.103
NBR	92	0	0.000		14	106	0	0.000	0	106	0	0.000	0	106	0	0.000	0	106	0	0.000	0	106	0	0.000
SBL	122	1600	0.076		18	140	1600	0.088	0	140	1600	0.088	0	140	1600	0.088	0	140	1600	0.088	0	140	1600	0.088
SBT	384	3400	0.113	*	58	442	3400	0.130	* 0	442	3400	0.130	* 2	444	3400	0.131	* 0	444	3400	0.131	* 0	444	3400	0.131 *
SBR	188	FREE	0.000		28	216	FREE	0.000	0	216	FREE	0.000	11	227	FREE	0.000	0	227	FREE	0.000	0	227	FREE	0.000
EBL	221	1600	0.138	*	33	254	1600	0.159	* 0	254	1600	0.159	* 21	275	1600	0.172	* 0	275	1600	0.172	* 0	275	1600	0.172 *
EBT	824	3400	0.242		124	948	3400	0.279	0	948	3400	0.279	0	948	3400	0.279	0	948	3400	0.279	0	948	3400	0.279
EBR	183	1600	0.114		28	211	1600	0.132	0	211	1600	0.132	0	211	1600	0.132	0	211	1600	0.132	0	211	1600	0.132
WBL	76	1600	0.048		11	87	1600	0.054	0	87	1600	0.054	0	87	1600	0.054	0	87	1600	0.054	0	87	1600	0.054
WBT	925	3400	0.298	*	139	1064	3400	0.343	* 0	1064	3400	0.343	* 0	1064	3400	0.343	* 0	1064	3400	0.343	* 0	1064	3400	0.343 *
WBR	88	0	0.000		13	101	0	0.000	0	101	0	0.000	0	101	0	0.000	0	101	0	0.000	0	101	0	0.000
	CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
	ICU VALUE	0.768			ICU VALUE	0.869			ICU VALUE	0.869			ICU VALUE	0.883			ICU VALUE	0.883			ICU VALUE	0.883		
	LEVEL OF SERVICE	C			LEVEL OF SERVICE	D			LEVEL OF SERVICE	D			LEVEL OF SERVICE	D			LEVEL OF SERVICE	D			LEVEL OF SERVICE	D		

N/S: FIGUEROA STREET
E/W: SEPULVEDA BOULEVARD
FILE: 1843-6A

FIGUEROA STREET / SEPULVEDA BOULEVARD
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 6A

W
10

LINSCOTT
LAW &
GREENSPAN
ENGINEERS

2003 HORIZON YEAR ANALYSIS

PROJECT NAME: CARSON TERMINAL SITE RESIDENTIAL PROJECT

OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING

AM PEAK HOUR

	Existing 1996 Traffic				Ambient 2003 Traffic				Project Traffic 100% Occupancy															
					210																			
MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	131	1600	0.082		28	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099
NBT	599	3400	0.176	*	126	725	3400	0.213	* 0	725	3400	0.213	* 21	746	3400	0.219	* 0	746	3400	0.219	* 0	746	3400	0.219	*
NBR*	180	1600	0.113		38	218	1600	0.136	0	218	1600	0.136	11	229	1600	0.143	0	229	1600	0.143	0	229	1600	0.143
SBL	186	1600	0.116	*	39	225	1600	0.141	* 0	225	1600	0.141	* 0	225	1600	0.141	* 0	225	1600	0.141	* 0	225	1600	0.141	*
SBT	406	3400	0.119		85	491	3400	0.144	0	491	3400	0.144	5	496	3400	0.146	0	496	3400	0.146	0	496	3400	0.146
SBR*	163	1600	0.102		34	197	1600	0.123	0	197	1600	0.123	0	197	1600	0.123	0	197	1600	0.123	0	197	1600	0.123
EBL	168	1600	0.105	*	35	203	1600	0.127	* 0	203	1600	0.127	* 0	203	1600	0.127	* 0	203	1600	0.127	* 0	203	1600	0.127	*
EBT	550	3400	0.162		116	666	3400	0.196	0	666	3400	0.196	0	666	3400	0.196	0	666	3400	0.196	0	666	3400	0.196
EBR*	88	1600	0.055		19	107	1600	0.067	0	107	1600	0.067	0	107	1600	0.067	0	107	1600	0.067	0	107	1600	0.067
WBL	113	1600	0.071		24	137	1600	0.086	0	137	1600	0.086	3	140	1600	0.088	0	140	1600	0.088	0	140	1600	0.088
WBT	695	3400	0.204	*	146	841	3400	0.247	* 0	841	3400	0.247	* 0	841	3400	0.247	* 0	841	3400	0.247	* 0	841	3400	0.247	*
WBR*	181	1600	0.113		38	219	1600	0.137	0	219	1600	0.137	0	219	1600	0.137	0	219	1600	0.137	0	219	1600	0.137
CLEARANCE	0.10				CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
ICU VALUE	**0.702**				ICU VALUE	**0.828**			ICU VALUE	**0.828**			ICU VALUE	**0.834**			ICU VALUE	**0.834**			ICU VALUE	**0.834**		
LEVEL OF SERVICE	C				LEVEL OF SERVICE	D			LEVEL OF SERVICE	D			LEVEL OF SERVICE	D			LEVEL OF SERVICE	D			LEVEL OF SERVICE	D		

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	67	1600	0.042		14	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051
NBT	450	3400	0.132	*	95	545	3400	0.160	* 0	545	3400	0.160	* 10	555	3400	0.163	* 0	555	3400	0.163	* 0	555	3400	0.163	*
NBR*	153	1600	0.096		32	185	1600	0.116	0	185	1600	0.116	5	190	1600	0.119	0	190	1600	0.119	0	190	1600	0.119
SBL	177	1600	0.111	*	37	214	1600	0.134	* 0	214	1600	0.134	* 0	214	1600	0.134	* 0	214	1600	0.134	* 0	214	1600	0.134	*
SBT	649	3400	0.191		136	785	3400	0.231	0	785	3400	0.231	23	808	3400	0.238	0	808	3400	0.238	0	808	3400	0.238
SBR*	184	1600	0.115		39	223	1600	0.139	0	223	1600	0.139	0	223	1600	0.139	0	223	1600	0.139	0	223	1600	0.139
EBL	159	1600	0.099		33	192	1600	0.120	0	192	1600	0.120	0	192	1600	0.120	0	192	1600	0.120	0	192	1600	0.120
EBT	694	3400	0.204	*	146	840	3400	0.247	* 0	840	3400	0.247	* 0	840	3400	0.247	* 0	840	3400	0.247	* 0	840	3400	0.247	*
EBR*	138	1600	0.086		29	167	1600	0.104	0	167	1600	0.104	0	167	1600	0.104	0	167	1600	0.104	0	167	1600	0.104
WBL	175	1600	0.109	*	37	212	1600	0.133	* 0	212	1600	0.133	* 12	224	1600	0.140	* 0	224	1600	0.140	* 0	224	1600	0.140	*
WBT	657	3400	0.193		138	795	3400	0.234	0	795	3400	0.234	0	795	3400	0.234	0	795	3400	0.234	0	795	3400	0.234
WBR*	175	1600	0.109		37	212	1600	0.133	0	212	1600	0.133	0	212	1600	0.133	0	212	1600	0.133	0	212	1600	0.133
CLEARANCE	0.10				CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
ICU VALUE	**0.656**				ICU VALUE	**0.774**			ICU VALUE	**0.774**			ICU VALUE	**0.784**			ICU VALUE	**0.784**			ICU VALUE	**0.784**		
LEVEL OF SERVICE	B				LEVEL OF SERVICE	C			LEVEL OF SERVICE	C			LEVEL OF SERVICE	C			LEVEL OF SERVICE	C			LEVEL OF SERVICE	C		

* = functions as right-turn lane, but not striped as such

N/S: MAIN STREET
E/W: 223RD STREET
FILE: 1843-1B

MAIN STREET / 223RD STREET
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 1B

PROJECT NAME: CARSON TERMINAL SITE RESIDENTIAL PROJECT

OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING

AM PEAK HOUR

	Existing 1996 Traffic				Ambient 2003 Traffic				Project Traffic 100% Occupancy															
					210																			
MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	55	1600	0.034		12	67	1600	0.042	0	67	1600	0.042	4	71	1600	0.044	0	71	1600	0.044	0	71	1600	0.044
NBT	456	3400	0.142	*	96	552	3400	0.172	* 0	552	3400	0.172	* 0	552	3400	0.172	* 0	552	3400	0.172	* 0	552	3400	0.172	*
NBR	28	0	0.000		6	34	0	0.000	0	34	0	0.000	0	34	0	0.000	0	34	0	0.000	0	34	0	0.000
SBL	28	1600	0.018	*	6	34	1600	0.021	* 0	34	1600	0.021	* 0	34	1600	0.021	* 0	34	1600	0.021	* 0	34	1600	0.021	*
SBT	328	3400	0.105		69	397	3400	0.127	0	397	3400	0.127	0	397	3400	0.129	0	397	3400	0.129	0	397	3400	0.129
SBR	28	0	0.000		6	34	0	0.000	0	34	0	0.000	8	42	0	0.000	0	42	0	0.000	0	42	0	0.000
EBL	47	0	0.000	*	10	57	0	0.000	* 0	57	0	0.000	* 32	89	0	0.000	* 0	89	0	0.000	* 0	89	0	0.000	*
EBT	62	1600	0.089		13	75	1600	0.108	0	75	1600	0.108	0	75	1600	0.138	0	75	1600	0.138	0	75	1600	0.138
EBR	33	0	0.000		7	40	0	0.000	0	40	0	0.000	16	56	0	0.000	0	56	0	0.000	0	56	0	0.000
WBL	52	0	0.000		11	63	0	0.000	0	63	0	0.000	0	63	0	0.000	0	63	0	0.000	0	63	0	0.000
WBT	93	1600	0.127	*	20	113	1600	0.154	* 0	113	1600	0.154	* 0	113	1600	0.154	* 0	113	1600	0.154	* 0	113	1600	0.154	*
WBR	58	0	0.000		12	70	0	0.000	0	70	0	0.000	0	70	0	0.000	0	70	0	0.000	0	70	0	0.000
CLEARANCE	0.10				CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
ICU VALUE	0.387				ICU VALUE	0.447			ICU VALUE	0.447			ICU VALUE	0.447			ICU VALUE	0.447			ICU VALUE	0.447		
LEVEL OF SERVICE	A				LEVEL OF SERVICE	A			LEVEL OF SERVICE	A			LEVEL OF SERVICE	A			LEVEL OF SERVICE	A			LEVEL OF SERVICE	A		

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	59	1600	0.037	*	12	71	1600	0.044	* 0	71	1600	0.044	* 17	88	1600	0.055	* 0	88	1600	0.055	* 0	88	1600	0.055	*
NBT	569	3400	0.183		120	689	3400	0.222	0	689	3400	0.222	0	689	3400	0.222	0	689	3400	0.222	0	689	3400	0.222
NBR	54	0	0.000		11	65	0	0.000	0	65	0	0.000	0	65	0	0.000	0	65	0	0.000	0	65	0	0.000
SBL	95	1600	0.059		20	115	1600	0.072	0	115	1600	0.072	0	115	1600	0.072	0	115	1600	0.072	0	115	1600	0.072
SBT	686	3400	0.224	*	144	830	3400	0.271	* 0	830	3400	0.271	* 0	830	3400	0.282	* 0	830	3400	0.282	* 0	830	3400	0.282	*
SBR	77	0	0.000		16	93	0	0.000	0	93	0	0.000	35	128	0	0.000	0	128	0	0.000	0	128	0	0.000
EBL	66	0	0.000		14	80	0	0.000	0	80	0	0.000	15	95	0	0.000	0	95	0	0.000	0	95	0	0.000
EBT	116	1600	0.149	*	24	140	1600	0.180	* 0	140	1600	0.180	* 0	140	1600	0.194	* 0	140	1600	0.194	* 0	140	1600	0.194	*
EBR	56	0	0.000		12	68	0	0.000	0	68	0	0.000	8	76	0	0.000	0	76	0	0.000	0	76	0	0.000
WBL	64	0	0.000	*	13	77	0	0.000	* 0	77	0	0.000	* 0	77	0	0.000	* 0	77	0	0.000	* 0	77	0	0.000	*
WBT	94	1600	0.120		20	114	1600	0.145	0	114	1600	0.145	0	114	1600	0.145	0	114	1600	0.145	0	114	1600	0.145
WBR	34	0	0.000		7	41	0	0.000	0	41	0	0.000	0	41	0	0.000	0	41	0	0.000	0	41	0	0.000
CLEARANCE	0.10				CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
ICU VALUE	0.510				ICU VALUE	0.595			ICU VALUE	0.595			ICU VALUE	0.631			ICU VALUE	0.631			ICU VALUE	0.631		
LEVEL OF SERVICE	A				LEVEL OF SERVICE	A			LEVEL OF SERVICE	A			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B		

N/S: MAIN STREET
E/W: 228TH STREET
FILE: 1843-2B

MAIN STREET / 228TH STREET
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 28

V.3
3

PROJECT NAME: **CARSON TERMINAL SITE RESIDENTIAL PROJECT**

OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING

AM PEAK HOUR

	Existing 1996 Traffic				Ambient 2003 Traffic				Project Traffic 100% Occupancy															
MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	
NBL	118	1600	0.074	*	25	143	1600	0.089	*	0	143	1600	0.089	*	0	143	1600	0.089	*	0	143	1600	0.089	*	0	143	1600	0.089	*
NBT	287	3400	0.121		60	347	3400	0.146		0	347	3400	0.146		3	350	3400	0.147		0	350	3400	0.147		0	350	3400	0.147	
NBR	123	0	0.000		26	149	0	0.000		0	149	0	0.000		0	149	0	0.000		0	149	0	0.000		0	149	0	0.000	
SBL	52	1600	0.033		11	63	1600	0.039		0	63	1600	0.039		5	68	1600	0.043		0	68	1600	0.043		0	68	1600	0.043	
SBT	294	3400	0.126	*	62	356	3400	0.152	*	0	356	3400	0.152	*	11	367	3400	0.156	*	0	367	3400	0.156	*	0	367	3400	0.156	*
SBR	134	0	0.000		28	162	0	0.000		0	162	0	0.000		0	162	0	0.000		0	162	0	0.000		0	162	0	0.000	
EBL	63	1600	0.039		13	76	1600	0.048		0	76	1600	0.048		0	76	1600	0.048		0	76	1600	0.048		0	76	1600	0.048	
EBT	537	3400	0.192	*	113	650	3400	0.233	*	0	650	3400	0.233	*	0	650	3400	0.233	*	0	650	3400	0.233	*	0	650	3400	0.233	*
EBR	117	0	0.000		25	142	0	0.000		0	142	0	0.000		0	142	0	0.000		0	142	0	0.000		0	142	0	0.000	
WBL	130	1600	0.081	*	27	157	1600	0.098	*	0	157	1600	0.098	*	0	157	1600	0.098	*	0	157	1600	0.098	*	0	157	1600	0.098	*
WBT	668	3400	0.211		140	808	3400	0.256		0	808	3400	0.256		0	808	3400	0.256		0	808	3400	0.256		0	808	3400	0.256	
WBR	50	0	0.000		11	61	0	0.000		0	61	0	0.000		1	62	0	0.000		0	62	0	0.000		0	62	0	0.000	
CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10			
ICU VALUE	0.573				ICU VALUE	0.672				ICU VALUE	0.672				ICU VALUE	0.676				ICU VALUE	0.676				ICU VALUE	0.676			
LEVEL OF SERVICE	A				LEVEL OF SERVICE	B				LEVEL OF SERVICE	B				LEVEL OF SERVICE	B				LEVEL OF SERVICE	B				LEVEL OF SERVICE	B			

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	
NBL	136	1600	0.085	*	29	165	1600	0.103	*	0	165	1600	0.103	*	0	165	1600	0.103	*	0	165	1600	0.103	*	0	165	1600	0.103	*
NBT	442	3400	0.189		93	535	3400	0.229		0	535	3400	0.229		12	547	3400	0.232		0	547	3400	0.232		0	547	3400	0.232	
NBR	201	0	0.000		42	243	0	0.000		0	243	0	0.000		0	243	0	0.000		0	243	0	0.000		0	243	0	0.000	
SBL	88	1600	0.055		19	107	1600	0.067		0	107	1600	0.067		3	110	1600	0.069		0	110	1600	0.069		0	110	1600	0.069	
SBT	430	3400	0.173	*	90	520	3400	0.209	*	0	520	3400	0.209	*	5	525	3400	0.211	*	0	525	3400	0.211	*	0	525	3400	0.211	*
SBR	159	0	0.000		33	192	0	0.000		0	192	0	0.000		0	192	0	0.000		0	192	0	0.000		0	192	0	0.000	
EBL	147	1600	0.092		31	178	1600	0.111		0	178	1600	0.111		0	178	1600	0.111		0	178	1600	0.111		0	178	1600	0.111	
EBT	784	3400	0.277	*	165	949	3400	0.336	*	0	949	3400	0.336	*	0	949	3400	0.336	*	0	949	3400	0.336	*	0	949	3400	0.336	*
EBR	159	0	0.000		33	192	0	0.000		0	192	0	0.000		0	192	0	0.000		0	192	0	0.000		0	192	0	0.000	
WBL	162	1600	0.101	*	34	196	1600	0.123	*	0	196	1600	0.123	*	0	196	1600	0.123	*	0	196	1600	0.123	*	0	196	1600	0.123	*
WBT	754	3400	0.252		158	912	3400	0.304		0	912	3400	0.304		0	912	3400	0.306		0	912	3400	0.306		0	912	3400	0.306	
WBR	102	0	0.000		21	123	0	0.000		0	123	0	0.000		5	128	0	0.000		0	128	0	0.000		0	128	0	0.000	
CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10				CLEARANCE	0.10			
ICU VALUE	0.736				ICU VALUE	0.871				ICU VALUE	0.871				ICU VALUE	0.873				ICU VALUE	0.873				ICU VALUE	0.873			
LEVEL OF SERVICE	C				LEVEL OF SERVICE	D				LEVEL OF SERVICE	D				LEVEL OF SERVICE	D				LEVEL OF SERVICE	D				LEVEL OF SERVICE	D			

N/S: MAIN STREET
E/W: SEPULVEDA BOULEVARD
FILE: 1843-3B

MAIN STREET / SEPULVEDA BOULEVARD
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 3B

PROJECT NAME: **CARSON TERMINAL SITE RESIDENTIAL PROJECT**

AM PEAK HOUR

	Existing 1996 Traffic				Ambient 2003 Traffic				Project Traffic 100% Occupancy				With Improvement				With Improvement			
	OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING				OPT. APPR. PHASING			
MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	120	1600	0.075		25	145	1600	0.091	0	145	1600	0.091	5	150	1600	0.094	0	150	1600	0.094
NBT	659	3400	0.235	*	138	797	3400	0.285	* 0	797	3400	0.285	* 16	813	3400	0.289	* 0	813	3400	0.289	* 0	813	3400	0.289	*
NBR	141	0	0.000		30	171	0	0.000	0	171	0	0.000	0	171	0	0.000	0	171	0	0.000	0	171	0	0.000	
SBL	64	1600	0.040	*	13	77	1600	0.048	* 0	77	1600	0.048	* 0	77	1600	0.048	* 0	77	1600	0.048	* 0	77	1600	0.048	*
SBT	186	3400	0.098		39	225	3400	0.119	0	225	3400	0.119	1	226	3400	0.119	0	226	3400	0.119	0	226	3400	0.119	
SBR	147	0	0.000		31	178	0	0.000	0	178	0	0.000	0	178	0	0.000	0	178	0	0.000	0	178	0	0.000	
EBL	341	1600	0.213	*	72	413	1600	0.258	* 0	413	1600	0.258	* 0	413	1600	0.258	* 0	413	2880	0.143	* 0	413	2880	0.143	*
EBT	597	3400	0.176		125	722	3400	0.212	0	722	3400	0.212	0	722	3400	0.212	0	722	3400	0.266	0	722	3400	0.266	
EBR*	147	1600	0.092		31	178	1600	0.111	0	178	1600	0.111	5	183	1600	0.114	0	183	0	0.000	0	183	0	0.000	
WBL	67	1600	0.042		14	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	0	81	1600	0.051	
WBT	730	3400	0.215	*	153	883	3400	0.260	* 0	883	3400	0.260	* 0	883	3400	0.260	* 0	883	3400	0.260	* 0	883	3400	0.260	*
WBR*	267	1600	0.167		56	323	1600	0.202	0	323	1600	0.202	0	323	1600	0.202	0	323	1600	0.202	0	323	1600	0.202	
CLEARANCE			0.10					0.10				0.10				0.10				0.10				0.10	
ICU VALUE			**0.802**					**0.951**				**0.951**				**0.955**				**0.840**				**0.840**	
LEVEL OF SERVICE			**D**					**E**				**E**				**E**				**D**				**D**	

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	51	1600	0.032		11	62	1600	0.039	0	62	1600	0.039	2	64	1600	0.040	0	64	1600	0.040
NBT	230	3400	0.095	*	48	278	3400	0.115	* 0	278	3400	0.115	* 8	286	3400	0.117	* 0	286	3400	0.117	* 0	286	3400	0.117	*
NBR	93	0	0.000		20	113	0	0.000	0	113	0	0.000	0	113	0	0.000	0	113	0	0.000	0	113	0	0.000	
SBL	96	1600	0.060	*	20	116	1600	0.073	* 0	116	1600	0.073	* 0	116	1600	0.073	* 0	116	1600	0.073	* 0	116	1600	0.073	*
SBT	281	3400	0.118		59	340	3400	0.142	0	340	3400	0.142	6	346	3400	0.144	0	346	3400	0.144	0	346	3400	0.144	
SBR	119	0	0.000		25	144	0	0.000	0	144	0	0.000	0	144	0	0.000	0	144	0	0.000	0	144	0	0.000	
EBL	255	1600	0.159	*	54	309	1600	0.193	* 0	309	1600	0.193	* 0	309	1600	0.193	* 0	309	2880	0.107	0	309	2880	0.107	
EBT	935	3400	0.275		196	1131	3400	0.333	0	1131	3400	0.333	0	1131	3400	0.333	0	1131	3400	0.440	* 0	1131	3400	0.440	*
EBR*	283	1600	0.177		59	342	1600	0.214	0	342	1600	0.214	23	365	1600	0.228	0	365	0	0.000	0	365	0	0.000	
WBL	85	1600	0.053		18	103	1600	0.064	0	103	1600	0.064	0	103	1600	0.064	0	103	1600	0.064	* 0	103	1600	0.064	*
WBT	648	3400	0.191	*	136	784	3400	0.231	* 0	784	3400	0.231	* 0	784	3400	0.231	* 0	784	3400	0.231	0	784	3400	0.231	
WBR*	138	1600	0.086		29	167	1600	0.104	0	167	1600	0.104	0	167	1600	0.104	0	167	1600	0.104	0	167	1600	0.104	
CLEARANCE			0.10					0.10				0.10				0.10				0.10				0.10	
ICU VALUE			**0.605**					**0.712**				**0.712**				**0.714**				**0.794**				**0.794**	
LEVEL OF SERVICE			**B**					**C**				**C**				**C**				**C**				**C**	

* = functions as right-turn lane, but not striped as such

N/S: FIGUEROA STREET
E/W: 223RD STREET
FILE: 1843-4B

FIGUEROA STREET / 223RD STREET
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 4B

Restripe EB approach for 2nd EB left
Eliminate EBR lane

PROJECT NAME: CARSON TERMINAL SITE RESIDENTIAL PROJECT

OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING

AM PEAK HOUR

	Existing 1996 Traffic				Ambient 2003 Traffic				Project Traffic 100% Occupancy											
MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	85	1600	0.053		18	103	1600	0.064	0	103	1600	0.064	0	103	1600	0.064	0	103	1600	0.064	0	103	1600	0.064
NBT	581	3400	0.185	*	122	703	3400	0.224	* 0	703	3400	0.224	* 0	703	3400	0.226	* 0	703	3400	0.226	* 0	703	3400	0.226 *
NBR	48	0	0.000		10	58	0	0.000	0	58	0	0.000	7	65	0	0.000	0	65	0	0.000	0	65	0	0.000
SBL	66	1600	0.041	*	14	80	1600	0.050	* 0	80	1600	0.050	* 7	87	1600	0.054	* 0	87	1600	0.054	* 0	87	1600	0.054 *
SBT	224	3400	0.089		47	271	3400	0.108	0	271	3400	0.108	0	271	3400	0.108	0	271	3400	0.108	0	271	3400	0.108
SBR	79	0	0.000		17	96	0	0.000	0	96	0	0.000	0	96	0	0.000	0	96	0	0.000	0	96	0	0.000
EBL	121	0	0.000	*	25	146	0	0.000	* 0	146	0	0.000	* 0	146	0	0.000	* 0	146	0	0.000	* 0	146	0	0.000 *
EBT	144	1600	0.203		30	174	1600	0.246	0	174	1600	0.246	1	175	1600	0.246	0	175	1600	0.246	0	175	1600	0.246
EBR	60	0	0.000		13	73	0	0.000	0	73	0	0.000	0	73	0	0.000	0	73	0	0.000	0	73	0	0.000
WBL	77	0	0.000		16	93	0	0.000	0	93	0	0.000	32	125	0	0.000	0	125	0	0.000	0	125	0	0.000
WBT	229	1600	0.274	*	48	277	1600	0.331	* 0	277	1600	0.331	* 5	282	1600	0.368	* 0	282	1600	0.368	* 0	282	1600	0.368 *
WBR	132	0	0.000		28	160	0	0.000	0	160	0	0.000	21	181	0	0.000	0	181	0	0.000	0	181	0	0.000
CLEARANCE	0.10				CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
ICU VALUE	0.600				ICU VALUE	0.705			ICU VALUE	0.705			ICU VALUE	0.748			ICU VALUE	0.748			ICU VALUE	0.748		
LEVEL OF SERVICE	A				LEVEL OF SERVICE	C			LEVEL OF SERVICE	C			LEVEL OF SERVICE	C			LEVEL OF SERVICE	C			LEVEL OF SERVICE	C		

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	54	1600	0.034		11	65	1600	0.041	0	65	1600	0.041	0	65	1600	0.041	0	65	1600	0.041	0	65	1600	0.041
NBT	270	3400	0.099	*	57	327	3400	0.119	* 0	327	3400	0.119	* 0	327	3400	0.128	* 0	327	3400	0.128	* 0	327	3400	0.128 *
NBR	65	0	0.000		14	79	0	0.000	0	79	0	0.000	29	108	0	0.000	0	108	0	0.000	0	108	0	0.000
SBL	139	1600	0.087	*	29	168	1600	0.105	* 0	168	1600	0.105	* 29	197	1600	0.123	* 0	197	1600	0.123	* 0	197	1600	0.123 *
SBT	404	3400	0.138		85	489	3400	0.166	0	489	3400	0.166	0	489	3400	0.166	0	489	3400	0.166	0	489	3400	0.166
SBR	64	0	0.000		13	77	0	0.000	0	77	0	0.000	0	77	0	0.000	0	77	0	0.000	0	77	0	0.000
EBL	73	0	0.000		15	88	0	0.000	0	88	0	0.000	0	88	0	0.000	0	88	0	0.000	0	88	0	0.000
EBT	229	1600	0.239	*	48	277	1600	0.289	* 0	277	1600	0.289	* 6	283	1600	0.293	* 0	283	1600	0.293	* 0	283	1600	0.293 *
EBR	81	0	0.000		17	98	0	0.000	0	98	0	0.000	0	98	0	0.000	0	98	0	0.000	0	98	0	0.000
WBL	54	0	0.000	*	11	65	0	0.000	* 0	65	0	0.000	* 15	80	0	0.000	* 0	80	0	0.000	* 0	80	0	0.000 *
WBT	160	1600	0.178		34	194	1600	0.215	0	194	1600	0.215	2	196	1600	0.232	0	196	1600	0.232	0	196	1600	0.232
WBR	70	0	0.000		15	85	0	0.000	0	85	0	0.000	10	95	0	0.000	0	95	0	0.000	0	95	0	0.000
CLEARANCE	0.10				CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10		
ICU VALUE	0.525				ICU VALUE	0.613			ICU VALUE	0.613			ICU VALUE	0.644			ICU VALUE	0.644			ICU VALUE	0.644		
LEVEL OF SERVICE	A				LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B		

N/S: FIGUEROA STREET
E/W: 228TH STREET
FILE: 1843-5B

FIGUEROA STREET / 228TH STREET
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 5B

PROJECT NAME: **CARSON TERMINAL SITE RESIDENTIAL PROJECT**

OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING | OPT. APPR. PHASING

AM PEAK HOUR

	Existing 1996 Traffic				Ambient 2003 Traffic (210)				Project Traffic 100% Occupancy				With Improvement							
MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	205	1600	0.128	*	43	248	1600	0.155	* 0	248	1600	0.155	* 0	248	1600	0.155	* 0	248	1600	0.155 *	0	248	1600	0.155 *
NBT	227	3400	0.075		48	275	3400	0.091	0	275	3400	0.091	1	276	3400	0.091	0	276	3400	0.091	0	276	3400	0.091
NBR	28	0	0.000		6	34	0	0.000	0	34	0	0.000	0	34	0	0.000	0	34	0	0.000	0	34	0	0.000
SBL	38	1600	0.024		8	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029
SBT	201	3400	0.059	*	42	243	3400	0.071	* 0	243	3400	0.071	* 5	248	3400	0.073	* 0	248	3400	0.073 *	0	248	3400	0.073 *
SBR	221	FREE	0.000		46	267	FREE	0.000	0	267	FREE	0.000	27	294	FREE	0.000	0	294	FREE	0.000	0	294	FREE	0.000
EBL	133	1600	0.083	*	28	161	1600	0.101	* 0	161	1600	0.101	* 6	167	1600	0.104	* 0	167	1600	0.104 *	0	167	1600	0.104 *
EBT	754	3400	0.222		158	912	3400	0.268	0	912	3400	0.268	0	912	3400	0.268	0	912	3400	0.268	0	912	3400	0.268
EBR	69	1600	0.043		15	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053	0	84	1600	0.053
WBL	73	1600	0.046		15	88	1600	0.055	0	88	1600	0.055	0	88	1600	0.055	0	88	1600	0.055	0	88	1600	0.055
WBT	713	3400	0.229	*	150	863	3400	0.277	* 0	863	3400	0.277	* 0	863	3400	0.277	* 0	863	3400	0.254 *	0	863	3400	0.254 *
WBR	66	0	0.000		14	80	0	0.000	0	80	0	0.000	0	80	0	0.000	0	80	1600	0.050	0	80	1600	0.050
	CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10	
	ICU VALUE	0.599			ICU VALUE	0.704			ICU VALUE	0.704			ICU VALUE	0.709			ICU VALUE	0.686			ICU VALUE	0.686	
	LEVEL OF SERVICE	A			LEVEL OF SERVICE	C			LEVEL OF SERVICE	C			LEVEL OF SERVICE	C			LEVEL OF SERVICE	B			LEVEL OF SERVICE	B	

PM PEAK HOUR

MVT	TOT VOL	CAP	V/C		ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C	ADD VOL	TOT VOL	CAP	V/C
NBL	190	1600	0.119	*	40	230	1600	0.144	* 0	230	1600	0.144	* 0	230	1600	0.144	* 0	230	1600	0.144 *	0	230	1600	0.144 *
NBT	207	3400	0.088		44	251	3400	0.106	0	251	3400	0.106	5	256	3400	0.108	0	256	3400	0.108	0	256	3400	0.108
NBR	92	0	0.000		19	111	0	0.000	0	111	0	0.000	0	111	0	0.000	0	111	0	0.000	0	111	0	0.000
SBL	122	1600	0.076		26	148	1600	0.093	0	148	1600	0.093	0	148	1600	0.093	0	148	1600	0.093	0	148	1600	0.093
SBT	384	3400	0.113	*	81	465	3400	0.137	* 0	465	3400	0.137	* 2	467	3400	0.137	* 0	467	3400	0.137 *	0	467	3400	0.137 *
SBR	188	FREE	0.000		40	228	FREE	0.000	0	228	FREE	0.000	13	241	FREE	0.000	0	241	FREE	0.000	0	241	FREE	0.000
EBL	221	1600	0.138	*	46	267	1600	0.167	* 0	267	1600	0.167	* 23	290	1600	0.181	* 0	290	1600	0.181 *	0	290	1600	0.181 *
EBT	824	3400	0.242		173	997	3400	0.293	0	997	3400	0.293	0	997	3400	0.293	0	997	3400	0.293	0	997	3400	0.293
EBR	183	1600	0.114		38	221	1600	0.138	0	221	1600	0.138	0	221	1600	0.138	0	221	1600	0.138	0	221	1600	0.138
WBL	76	1600	0.048		16	92	1600	0.058	0	92	1600	0.058	0	92	1600	0.058	0	92	1600	0.058	0	92	1600	0.058
WBT	925	3400	0.298	*	194	1119	3400	0.361	* 0	1119	3400	0.361	* 0	1119	3400	0.361	* 0	1119	3400	0.329 *	0	1119	3400	0.329 *
WBR	88	0	0.000		19	107	0	0.000	0	107	0	0.000	0	107	0	0.000	0	107	1600	0.067	0	107	1600	0.067
	CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10			CLEARANCE	0.10	
	ICU VALUE	0.768			ICU VALUE	0.909			ICU VALUE	0.909			ICU VALUE	0.923			ICU VALUE	0.891			ICU VALUE	0.891	
	LEVEL OF SERVICE	C			LEVEL OF SERVICE	E			LEVEL OF SERVICE	E			LEVEL OF SERVICE	E			LEVEL OF SERVICE	D			LEVEL OF SERVICE	D	

N/S: FIGUEROA STREET
E/W: SEPULVEDA BOULEVARD
FILE: 1843-6B

FIGUEROA STREET / SEPULVEDA BOULEVARD
VOLUME-CAPACITY ANALYSIS
INTERSECTION #: 6B

Restripe WB approach to formalize
Right-turn lane; Post No Parking Restrictions

6B