



TRAFFIC STUDY  
FOR THE  
COMPTON HIGH SCHOOL  
RECONSTRUCTION PROJECT

Prepared for:

Compton Unified School District

APRIL 2018

Submitted by:

 RAJU Associates, Inc.

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## EXECUTIVE SUMMARY

A detailed traffic study has been performed by Raju Associates, Inc. to assess the traffic impacts of the proposed Compton High School reconstruction project (Proposed Project) located in the City of Compton, California. The Proposed Project address is 601 S. Acacia Avenue in the City of Compton.

The Proposed Project would consist of (1) the demolition of all existing buildings, facilities, and athletic fields; (2) the construction of new, modern buildings, facilities, and athletic fields with a design that supports a free-flowing campus; and (3) relocation of the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices. The reconstructed campus would be able to accommodate a total of 2,500 seats lower than the current Compton High School capacity of 3,186 seats.

Additionally, the Proposed Project would include a Performing Arts Center (PAC) located in the acquisition area replacing uses within the area. The proposed 2-story PAC with approximately 58,500 square feet of building area, would contain approximately 1,200 seats within the main theater located on the ground floor and in balcony seating above.

The Proposed Project will provide 363 parking spaces on site with 173 parking spaces in the north parking lot, 142 spaces in the east parking lot, and 48 parking spaces in the south parking lot.

Primary access to the Project site would be provided along a one-way access roadway within the project site along Acacia Avenue with the entrance near the Acacia Avenue/Indigo Street intersection and the exit near the Acacia Avenue/Cocoa Street intersection. A drop-off/pick-up lane would be provided along the one-way access roadway within the proposed east parking lot.

The existing Compton High School has approximately 190 parking spaces. The parking lot located north of Cocoa Street on the south side of the campus has approximately 102 parking spaces while the existing north parking lot located on the northern side of the campus west of the Oleander Avenue/Myrrh Street intersection has 88 parking spaces. The existing drop-off/pick-up operations occur along the external streets on both sides of Acacia Avenue and on Myrrh Street along the north side of the campus.

Current and future traffic analyses during the morning peak hour at 19 intersections were conducted in this study. At these locations, traffic operations were studied prior to and after implementation of the Proposed Project, deficiencies and impacts identified, improvements and mitigation measures developed, their effectiveness determined and residual traffic impacts, if any, ascertained as part of this study. The executive summary highlighting the key findings of this study is presented in the following page.

- The Proposed Project consisting of the reconstructed campus would have capacity to accommodate a total of 2,500 seats, lower than the current Compton High School capacity of 3,186 seats.
- A total of 19 intersections were analyzed within the study area for the Proposed Project. These locations are within the area bounded by Rosecrans Avenue to the north, Greenleaf Boulevard to the south, Central Avenue to the west and Long Beach Boulevard to the east.
- In the Existing (Year 2017) conditions, all 19 of the analyzed intersection locations are operating at levels of service (LOS) D or better during the morning peak hour.
- In the Existing (Year 2017) Baseline conditions, all 19 of the analyzed intersection locations are projected to operate at levels of service (LOS) D or better during the morning peak hour.
- In the Existing (Year 2017) Baseline plus Project scenario conditions, the AM peak hour operating conditions would be similar to those for the Existing Baseline conditions (without the Proposed Project). All 19 of the analyzed intersection locations are projected to continue to operate at LOS D or better during the morning peak hour
- The Existing (Year 2017) Baseline plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning peak hour. Therefore, no project-specific mitigation measures would be required.
- In the Future (Year 2023) Baseline conditions, i.e., future conditions without the implementation of the Proposed Project, 18 of the 19 analyzed intersection locations are projected to continue to operate at LOS D or better during the morning peak hour. The Wilmington Avenue and Alondra Boulevard intersection is projected to operate at LOS E during the morning peak hour.
- In the Future (Year 2023) Baseline plus Project conditions, the AM peak hour operating conditions would be similar to those projected for the Future (Year 2023) Baseline conditions. Traffic generated by the Proposed Project would not change the intersection levels of service from future base conditions.

- The Future (Year 2023) Baseline plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning peak hour. Therefore, no project-specific mitigation measures would be required.
- An evaluation of a potential non-school related event during weekday evenings at the Performing Arts Center (PAC) was conducted. The analysis indicates that a non-school related event at the PAC does not cause significant impacts at any of the analyzed intersections under both Existing (Year 2017) and Future (Year 2023) during weekday evening peak hour conditions. Therefore, no project-specific mitigation measures would be required.
- An evaluation of alternatives analysis was conducted. Alternatives 1 through 5 will not cause significant traffic impacts during the weekday morning peak hour at all the analysis locations, similar to those conditions projected for the Proposed Project.
- The Proposed Project would add less than 50 trips to the nearest Congestion Management Program (CMP) arterial monitoring locations and would add less than 150 trips in either direction to the nearest CMP mainline freeway monitoring locations during the weekday morning peak hour. Per CMP guidelines, no further CMP analysis is required.

Summarizing, the Proposed Project would not cause significant impacts at any of the analyzed intersections. Therefore, no project-specific mitigation measures would be required.

## I. INTRODUCTION

This report documents the assumptions, methodologies and findings of a study conducted by Raju Associates, Inc., to evaluate the potential traffic impacts of the proposed Compton High School (CHS) reconstruction project (Proposed Project) located in the City of Compton, California. The Proposed Project address is 601 S. Acacia Avenue in the City of Compton.

### PROJECT DESCRIPTION

The Proposed Project site is bounded by Myrrh Street on the north, Acacia Avenue on the east, Alondra Boulevard on the south, and Compton Creek on the west. Figure 1 illustrates the location of the Proposed Project in relation to the surrounding street system. The Proposed Project includes demolition of the existing uses on-site and reconstruction of the Compton High School campus with a Performance Arts Center.

A description of the existing uses within the Proposed Project Site followed by the Proposed Project components is provided in the following sections.

#### **Existing Project Site Uses**

The Proposed Project Site consists of the following uses: 1) the existing CHS campus including the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices; and 2) the ten additional parcels to the southeast.

The existing CHS campus, located at 601 S. Acacia Avenue, is one of four high schools in the Compton Unified School District. The existing CHS campus comprises of various permanent and portable buildings that include the following: classrooms; a student store; a staff lounge; a counseling office; a professional development center; offices; a library; a cafeteria; a gym with male and female locker rooms; a student processing center; a college and career center; a truancy center and teen court; a freshman academy resource center; reading labs; and an administrative building with administrative offices, a family resource center, a testing center, and a 1,664-seat auditorium. These education and administrative facilities total approximately 232,945 square feet in existing building area. The existing CHS campus has the capacity to accommodate 3,186 students.

The existing 1,664-seat auditorium, located within the administrative building along S. Acacia Avenue, currently accommodates a range of school events, including student assemblies, award ceremonies, movie nights, yoga classes, staff meetings, union meetings, parent night meetings, school-related performances, and special events, such as graduation and community theatrical and musical events, as well as other related uses.

Two surface parking lots provide approximately 190 parking spaces serving the existing CHS campus. The east parking lot located north of Cocoa Street on the south side of the campus has approximately 102 parking spaces while the existing north parking lot located on the northern side of the campus west of the Oleander Avenue/Myrrh Street intersection, has 88 parking spaces. The existing drop-off/pick-up operations for the CHS campus occur along the external streets on both sides of Acacia Avenue and on Myrrh Street along the north side of the campus.

Primary vehicular access to the existing surface parking lots is provided along Cocoa Street west of S. Acacia Avenue and east of Oleander Avenue; and along W. Myrrh Street to the north.

The existing CHS campus also contains several District facilities and buildings not affiliated with the school. They include offices for Pupil Services, Enrollment Center and Special Education along the southwestern portion of the site; and the District's Facilities Department to the north within the north parking lot.

The District's Pupil Services, Enrollment Center, and Special Education offices comprise several portable and permanent facilities, totaling approximately 27,165 square feet of existing uses. Approximately 30–40 District staff members occupy these existing District facilities on varying days of the week. Parking equivalent to approximately 80 spaces is provided adjacent to these facilities with access available along W. Alondra Boulevard.

The District Facilities Department located in two portable buildings set in the north parking lot comprising a total of approximately 7,530 square feet of existing uses includes the District's Maintenance and Operations Department and food and nutrition warehouse (cold and dry storage). . Approximately 50 District staff members occupy these existing District facilities on varying days of the week. Primary vehicle access to the District's Facilities Department is provided via the northern parking lot along W. Myrrh Street, which also serves the CHS campus. The Proposed Project Site also includes ten additional parcels and associated public right-of-way dedications along W. Cocoa Street and S. Oleander Avenue (acquisition area) located immediately south of the existing CHS campus. The acquisition area is currently developed

with one single-family residence and six multifamily residential buildings (ranging between 3 and 6 units in size for a total of 25 units), a church, and a commercial car wash, for a total of approximately 20,300 square feet of existing uses.

### **Proposed Project Uses**

The Proposed Project includes reconstructing the existing CHS campus, which would consist of (1) the demolition of all existing buildings, facilities, and athletic fields; (2) the construction of new, modern buildings, facilities, and athletic fields with a design that supports a free-flowing campus; and (3) relocation of the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices. The reconstructed campus would be able to accommodate a total of 2,500 seats lower than the current Compton High School capacity of 3,186 seats.

The Proposed Project site plan is shown in Figure 2. The Proposed Project will provide 363 parking spaces on-site; with 173 parking spaces in the north parking lot northwest of the Oleander Avenue/Myrrh Street intersection, 142 spaces in the east parking lot west of S. Acacia Avenue, and 48 parking spaces in the south parking lot northeast of the Oleander Avenue/Alondra Boulevard intersection. The vehicular access to the north parking lot would be provided adjacent to the Myrrh Street/Oleander Avenue intersection. The vehicular access to the east parking lot would be provided along S. Acacia Avenue via a one-way access roadway within the project site with the entrance near the Acacia Avenue/Indigo Street intersection and the exit north of the Acacia Avenue/Cocoa Street intersection. A drop-off/pick-up lane would also be provided along the one-way access roadway within the proposed east parking lot. The vehicular access to the south parking lot would be provided from the Oleander Avenue/Alondra Boulevard intersection.

To facilitate the reconstruction of the CHS campus, the proposed Project would also involve the relocation of several existing District facilities currently located on the Project Site. These facilities include the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices. As determined by the District, these existing District uses would be accommodated within existing District facilities with available capacities to accommodate them. The District's Facilities Department is anticipated to be relocated to the Caldwell Elementary School campus, located at 2300 W. Caldwell Street, approximately 1.25 miles southwest of the Project Site. The Caldwell Elementary School campus is currently a closed site and is not



utilized by students or District staff. The District's Pupil Services, Enrollment Center, and Special Education offices are anticipated to be relocated to the Cesar Chavez Continuation High School, located at 12501 N. Wilmington in Compton, approximately 2 miles north of the Project Site.

Additionally, the Proposed Project would include a Performing Arts Center (PAC) located in the acquisition area replacing uses within the area. The proposed 2-story PAC, with approximately 58,500 square feet of building area, would contain approximately 1,200 seats within the main theater located on the ground floor and in balcony seating above. It is anticipated the proposed PAC would accommodate a wide range of uses including special events. Similar to the existing auditorium, these uses can include student assemblies, award ceremonies, movie nights, yoga classes, staff meetings, union meetings, parent night meetings, school-related performances, and special events, such as graduation and community theatrical and musical events, as well as other related uses. The PAC may also provide a performance venue for use by various outside community organizations for potential non-school related events

While the District has not yet determined the extent of any specific events, the District is anticipating that the PAC would be utilized for up to 12 total events per year, 2 of which would be available for outside community events. Such an event would likely occur on a Friday or Saturday evening from 6:00 PM to 10:00 PM, and would not coincide with any school events (such as sports programs or other events). A community event could potentially occupy the entire PAC (all 1,200 seats). In addition, the event may require artists and supporting staff that could include as many as 100 additional persons.

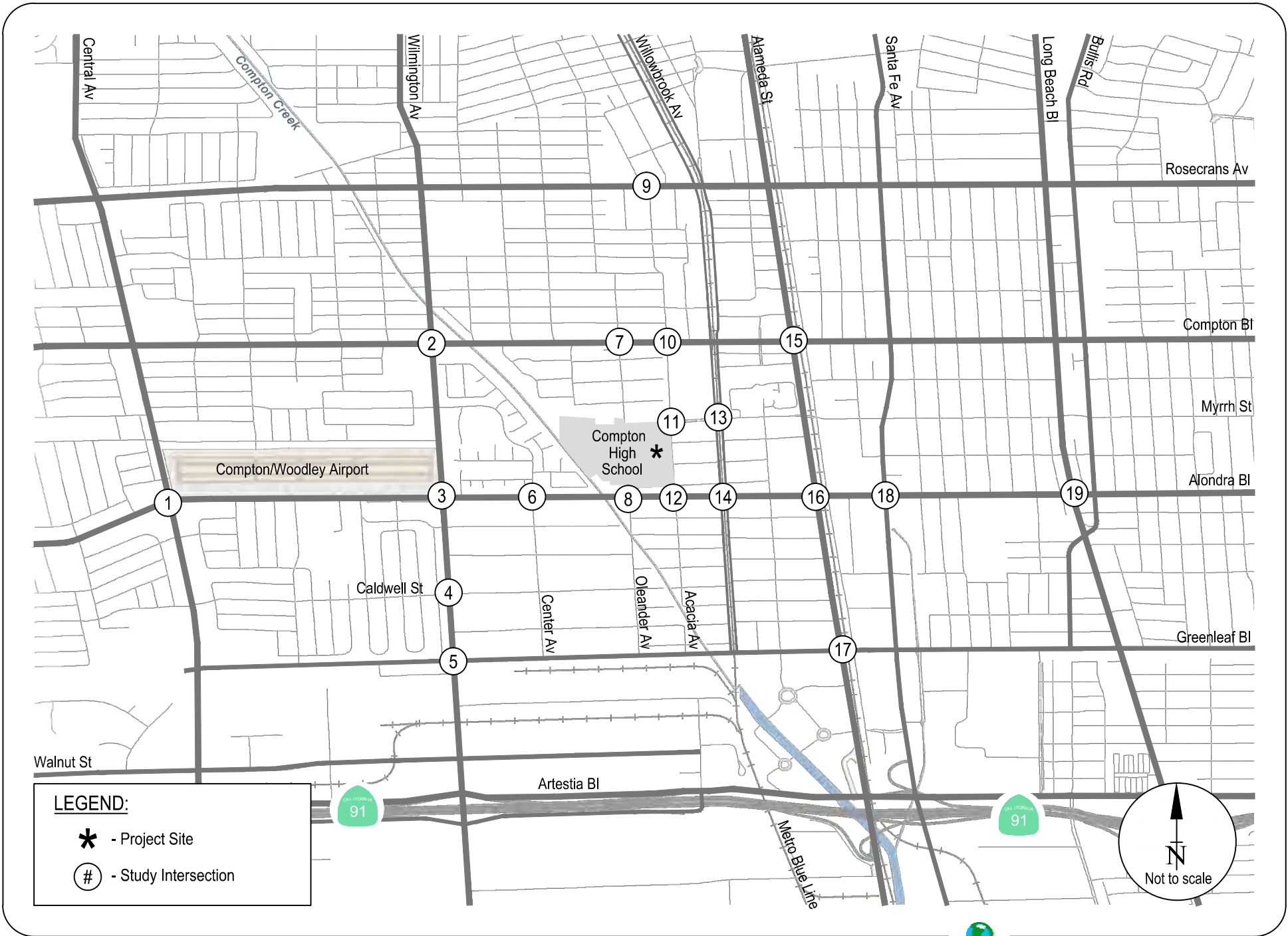


FIGURE 1  
LOCATION OF PROJECT AND ANALYZED INTERSECTIONS





FIGURE 2  
PROJECT SITE PLAN

## **PROJECT ACCESS AND CIRCULATION**

This section discusses existing and proposed pedestrian and vehicular access and circulation associated with the Compton High School site.

### Existing Pedestrian and Vehicular Access to the Compton High School Site

Pedestrian access to the site is currently provided via gates and school doors located on Acacia Avenue and via gates on Myrrh Street during the morning arrival and afternoon dismissal times. Sidewalks along Acacia Avenue and Myrrh Street provide circulation options and connectivity adjacent to the school access locations. The gates providing access remain locked at all other times. Students arriving by school buses are dropped off in the morning and picked-up in the afternoons along Myrrh Street and Acacia Street, and obtain access to the school via the gates on Myrrh Street and Acacia Street.

Pedestrian routes adjacent to the school include Acacia Avenue, Myrrh Street, Cocoa Street, Oleander Avenue, and Alondra Boulevard. Signalized intersections at Acacia Avenue and Myrrh Street and at Acacia Avenue and Alondra Boulevard provide crosswalks on all approaches, allowing pedestrians to cross to and from the school. Sidewalks are present on the both sides of Acacia Avenue, Myrrh Street, Oleander Avenue, and Alondra Boulevard, and the north side of Cocoa Street. These sidewalks provide circulation option and connectivity to the school access locations.

Vehicular access to the school side is currently available from Cocoa Street to the south parking lot, while the north parking lot's access is provided along Oleander Avenue and Myrrh Street from the north side of the campus. The pick-up and drop-off operations to and from the Compton High School campus site currently occur along both sides of Acacia Avenue and Myrrh Street (i.e., on the external street system).

## Proposed Project Pedestrian and Vehicular Access to the Reconstructed Compton High School Site

Pedestrian access to the reconstructed the Compton High School site will continue to be provided on Acacia Avenue and Myrrh Street. These access points would work cohesively with the proposed parking lots within the campus along with the new proposed bus drop-off/pick-up area within the north parking lot and the automobile drop-off/pick-up area proposed within the east parking lot. Pedestrian walkways within the campus will provide convenient connectivity between and to all facilities within the site.

Additionally, pedestrian routes adjacent to the school that currently exist, will continue to provide circulation and access options to all the proposed facilities within the reconstructed Compton High School campus site. These pedestrian routes include Acacia Avenue, Myrrh Street, Oleander Avenue, and Alondra Boulevard. Signalized intersections at Acacia Avenue and Myrrh Street and at Acacia Avenue and Alondra Boulevard provide crosswalks on all approaches, allowing pedestrians to cross to and from the school. Sidewalks are present on the both sides of Acacia Avenue, Myrrh Street, Oleander Avenue, and Alondra Boulevard.

The Proposed Project would provide three surface parking lots within the campus site. They include the north parking lot obtaining vehicular access from Oleander Avenue and Myrrh Street along the north side of the campus site; the east parking lot obtaining vehicular access along Acacia Avenue; and the south parking lot adjacent to the Performing Arts Center on the south-east corner of the campus site, obtaining vehicular access from the signalized intersection of Alondra Boulevard and Oleander Avenue.

The Proposed Project would provide a bus pick-up/drop-off zone within the north parking lot of the reconstructed Compton High School campus site. The buses would obtain access from Oleander Avenue and Myrrh Street along the north side of the campus site. The Proposed Project would provide a separate student drop-off/pick-up lane within the east parking lot. Primary vehicular access to the east parking lot would be provided along a one-way access roadway within the project site parallel to Acacia Avenue, with the entrance near the Acacia Avenue/Indigo Street intersection and the exit near the Acacia Avenue/Cocoa Street intersection.

## STUDY SCOPE

The scope of work for this study was developed working closely with the Compton Unified School District (CUSD) staff. The base assumptions, technical methodologies and geographic coverage of the study were all identified as part of the study approach. The study is directed at the analysis of potential reasonable worst-case traffic impacts on the street system produced by the Proposed Project. The reasonable worst-case scenarios include traffic associated with existing school capacity as well as changes to traffic associated with the proposed reconstructed campus site student capacity. An analysis of the following scenarios is included in this study:

- Existing (Year 2017) Conditions - The analysis of existing traffic conditions is intended to provide a basis for the remainder of the study. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions. Analysis of traffic conditions including traffic associated with capacity of the existing school is also conducted to prepare Existing (Year 2017) Baseline traffic operating conditions
- Existing (Year 2017) Baseline plus Project Conditions – The net traffic expected to be generated by the Proposed Project is estimated and combined with the Existing (Year 2017) Baseline traffic volumes. The impacts of the Proposed Project on existing baseline traffic operating conditions are then identified.
- Future (Year 2023) Baseline Conditions - Future traffic conditions in the year 2023 without the Proposed Project is developed. The objective of this analysis is to project future traffic growth and operating conditions, which could be expected to result from regional growth, Compton High School at existing capacity, and related projects in the vicinity of the study area by the year 2023.
- Future (Year 2023) Baseline plus Project Conditions – The net traffic expected to be generated by the Proposed Project is estimated and combined with the Future (Year 2023) Baseline traffic forecasts. The impacts of the Proposed Project on future (Year 2023 Baseline) traffic operating conditions are then identified.

For this traffic study, 19 locations were defined as study intersections (see Figure 1). All 19 study intersections are controlled by traffic signals and include the following:

1. Central Avenue and Alondra Boulevard
2. Wilmington Avenue and Compton Boulevard
3. Wilmington Avenue and Alondra Boulevard
4. Wilmington Avenue and Caldwell Street
5. Wilmington Avenue and Greenleaf Boulevard
6. Center Avenue and Alondra Boulevard
7. Oleander Avenue and Compton Boulevard



8. Oleander Avenue and Alondra Boulevard
9. Acacia Avenue and Rosecrans Avenue
10. Acacia Avenue and Compton Boulevard
11. Acacia Avenue and Myrrh Street
12. Acacia Avenue and Alondra Boulevard
13. Willowbrook Avenue (W) & Willowbrook Avenue (E) and Myrrh Street
14. Willowbrook Avenue (W) & Willowbrook Avenue (E) and Alondra Boulevard
15. Alameda Street (W) & Alameda Street (E) and Compton Boulevard
16. Alameda Street (W) & Alameda Street (E) and Alondra Boulevard
17. Alameda Street (W) & Alameda Street (E) and Greenleaf Boulevard
18. Santa Fe Avenue and Alondra Boulevard
19. Long Beach Boulevard and Alondra Boulevard

A detailed Technical Memorandum summarizing the assumptions, parameters, and methodologies utilized in the traffic study was prepared and presented to the Compton Unified School District and the City of Compton. A copy of the Technical Memorandum is attached in Appendix A of this report.

Additionally, the Performing Arts Center (PAC) is anticipated to be used for two community events (non-school related) per year. These special events would occur primarily in the evening. An evaluation of traffic conditions for special community events at the PAC has also been conducted. The following additional scenarios have been evaluated during the evening peak hours:

- Existing (Year 2017) Conditions - The analysis of existing traffic conditions is intended to provide a basis for evaluating the effects of a non-school related event at the PAC. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions during evening peak hours.
- Existing (Year 2017) plus Performing Art Center Conditions – The traffic expected to be generated by the Proposed PAC is estimated and combined with the Existing (Year 2017) evening peak hour traffic volumes. The impacts of a non-school related event at the PAC on existing evening peak hour traffic operating conditions are then identified.
- Future (Year 2023) Baseline Conditions - Future traffic conditions in the year 2023 without the traffic associated with a non-school related event at the PAC is developed. The objective of this analysis is to project future traffic growth and operating conditions during evening peak hours, which could be expected to result from regional growth, Compton High School at existing capacity, and related projects in the vicinity of the study area by the year 2023
- Future (Year 2023) plus Performing Art Center Conditions – The traffic expected to be generated by a non-school related event at the PAC is estimated and combined with the Future (Year 2023) Baseline traffic forecasts during the evening peak hour. The impacts of a non-school related event at the PAC on the Future (Year 2023 Baseline) traffic operating conditions are then identified.

## **ORGANIZATION OF REPORT**

An executive summary presenting key details of this study is provided at the beginning of this report. The rest of the report is divided into nine chapters. Chapter I presents an introduction and provides details on the Proposed Project and various elements of the study. Chapter II describes the existing circulation system, traffic volumes, transit conditions, and existing bicycle system within the study area. Chapter III describes the development of the Proposed Project's traffic projections. The methodology to develop Future (Year 2023) traffic volume forecasts with and without the Proposed Project is described and applied in Chapter IV. Chapter V presents an assessment of traffic conditions with and without the Proposed Project and the potential traffic impacts due to the Proposed Project. The results of the analysis of the Proposed Project's impacts on the CMP regional transportation system are provided in Chapter VI. Chapter VII presents an assessment of traffic conditions with and without a non-school related event at the Proposed Performing Arts Center (PAC) and the potential traffic impacts associated with the same. Chapter VIII presents an analysis of alternatives to the Proposed Project. Construction traffic impact analysis is presented in Chapter IX. A summary of the analysis and study conclusions is included in Chapter X. Appendices to this report include details of the technical analyses.



## **II. EXISTING CONDITIONS**

A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions within the study area. The assessment of conditions relevant to this study includes an inventory of the street system, traffic volumes on these facilities, and operating conditions at key intersections. A detailed description of these elements is presented in this chapter. The existing transit system and bicycle facilities serving the study area is also described in this chapter.

### **STUDY AREA**

The Proposed Project address is 601 S. Acacia Avenue in the City of Compton as shown in Figure 1. The Proposed Project site is bounded by Acacia Avenue on the east, Alondra Boulevard on the south, area north of Myrrh Street on the north, and Compton Creek on the west.

### **EXISTING STREET SYSTEM**

The existing street system within the study area consists of freeways, major highways, secondary highways, collectors, and local streets. A description of the regional and local access and circulation offered by the various roadways follows.

The Long Beach Freeway (I-710), Harbor Freeway (I-110), Glenn M. Anderson Freeway (I-105) and Gardena Freeway (SR-91) provide regional access to the site. Primary access to the site is provided by Acacia Avenue, Oleander Avenue, and Myrrh Street. Secondary access to the site is provided by Compton Boulevard, Alondra Boulevard, and Willowbrook Avenue. Figure 1 depicts the street system in the study area. Brief descriptions of these facilities serving the study area are included in the following section. The existing lane configurations of the analyzed intersections are included in Appendix B.

- Long Beach Freeway (I-710) – I-710 Freeway provides regional access to the project site via ramps at Rosecrans Avenue and Alondra Boulevard. I-710 Freeway runs north-south and is located east of the Project site, connecting with I-105 Freeway north of the project and the SR-91 Freeway south of the project. The I-710 Freeway provides five travel lanes in each direction in the vicinity of the site.
- Harbor Freeway (I-110) – I-110 Freeway provides regional access to the project site via ramps at Rosecrans Avenue and Redondo Beach Boulevard. I-110 Freeway runs north-south and is located west of the Project site, connecting with I-105 Freeway north of the project and the SR-91 Freeway south of the project. The I-110 Freeway provides five travel lanes (including one high occupancy vehicle lane) in the northbound direction and six lanes (including two high occupancy vehicle lanes) in the southbound direction in the vicinity of the site.
- Glenn M. Anderson Freeway (I-105) – I-105 Freeway provides regional access to the project site with ramps at Central Avenue, Wilmington Avenue, Imperial Highway, and Long Beach Boulevard. I-105 Freeway runs east-west and is located north of the Project site, connecting with I-110 and I-710 Freeways west and east of the project, respectively. I-105 provides four travel lanes (including one high occupancy vehicle lane) in each direction in the vicinity of the site.
- Gardena Freeway (SR-91) – SR-91 Freeway provides regional access to the project site with ramps at Central Avenue, Wilmington Avenue, Alameda Street, and Santa Fe Avenue. SR-91 Freeway runs east-west and is located south of the Project site, connecting with I-110 and I-710 Freeways west and east of the project, respectively. SR-91 provides five travel lanes (including one high occupancy vehicle lane) in each direction in the vicinity of the site.
- Central Avenue – Central Avenue is a Major Highway running north-south and located west of the site. This facility generally provides four travel lanes, two in each direction, with a combination of central left-turn median and raised median along its stretch within the study area. The posted speed limit is 40 miles per hour in the vicinity of the study area. Bike lanes are provided on this roadway, and parking is generally allowed along the roadway.
- Wilmington Avenue – Wilmington Avenue is a Major Highway that traverses the city in a north-south direction. The highway is located west of the Project site, and generally provides two travel lanes in each direction with a combination of central left-turn median, raised median and double yellow lines along its stretch within the study area. The posted speed limit is 40 miles per hour. Parking is generally allowed along this roadway. Wilmington provides on-off ramps at its connection with SR-91 Freeway.
- Willowbrook Boulevard -- Willowbrook Boulevard is a north-south Collector roadway between Greenleaf Boulevard and the northern border of the City and beyond. Within the study area, Willowbrook is bisected by the tracks of the Metro Light Rail Transit (LRT) Blue Line in the north-south direction, thus providing two bi-directional roadways on each side of the tracks. Each two-way roadway provides two travel lanes with a posted speed limit of 25 miles per hour. Parking is allowed on the east side of the roadway, east of the tracks.

- Alameda Street – Alameda Street is classified as a Collector roadway in Compton, and it traverses the study area in a northwest/southeast direction. The Alameda corridor trench and the rail tracks on the east side of the street gives it a wider median, thus providing two bi-directional roadways on each side of the trench with turn lanes at major intersections. The roadway on the west side of the trench provides four travel lanes, two lanes per direction, while the roadway on the east side of the trench generally provides one travel lane in each direction. The posted speed limit is 35 miles per hour on both roadways. Parking is allowed along both sides of the Alameda Street east segment within the study area. Parking is prohibited along both sides of the Alameda Street west segment within the study area. Alameda Street provides connection to the SR-91 Freeway, south of the project site.
- Santa Fe Avenue – Santa Fe Avenue is a north-south roadway classified as a Major Highway east of the Project site. The roadway generally offers two vehicular travel lanes and a bike lane in each direction. The posted speed limit is 35 miles per hour. Parking is allowed on some segments of the roadway. Santa Fe Avenue provides connections to the SR-91 Freeway, south of the project site.
- Long Beach Boulevard – Long Beach Boulevard is a Major Highway that runs north-south in the study area with two travel lanes in each direction. Parking is allowed along the roadway, and the posted speed limit is 35 miles per hour.
- Rosecrans Avenue – Rosecrans Avenue is classified as a Major Highway that runs in an east-west direction north of the Project site. The roadway offers four travel lanes with connections to I-710 Freeway on/off ramps. Parking is allowed along the roadway, and the posted speed limit is 35 miles per hour.
- Compton Boulevard – Compton Boulevard is classified as a Secondary Highway that runs in an east-west direction north of the Project site. The roadway offers four travel lanes with a posted speed limit of 30 miles per hour. Parking is generally allowed along the roadway.
- Alondra Boulevard – Alondra Boulevard is an east-west Major Highway, south of the project site with two travel lanes and a bike lane in each direction. Parking is generally allowed along the roadway. The posted speed limit is 40 miles per hour.
- Greenleaf Boulevard – Greenleaf Boulevard is a Secondary Highway that travels in an east-west direction, south of the site. The roadway provides one travel lane and a bike lane in each direction with a central left-turn median, and a posted speed limit of 40 miles in the study area. Parking is generally allowed on the south side of the street.
- Center Avenue – Center Avenue is a local street that runs in a north-south direction, west of the project site. The posted speed limit is 25 miles per hour. The roadway generally offers two travel lanes with double yellow line north of Alondra Boulevard. Parking is allowed along the roadway north of Alondra Boulevard. Parking is restricted south of Alondra.
- Oleander Avenue – Oleander Avenue is local north-south roadway that provides direct access and circulation to and from the Project site. Oleander Avenue offers one lane in each direction. A prima facie speed limit of 25 miles per hour is implied along this roadway within the study area. The roadway is blocked by a fence on the north side and south side of the Compton High School campus. It intersects with Alondra Boulevard and Compton Boulevard in the vicinity of the Project site. Parking is allowed on both sides of the street.

- Acacia Avenue – Acacia Avenue is a local north-south roadway bordering the east side of the Project site. A prima facie speed limit of 25 miles per hour is implied along this roadway. The roadway generally provides two travel lanes, one travel lane per direction, except between Myrrh Street and Compton Boulevard, where two travel lanes per direction are provided. Parking is generally allowed on both sides of the street, except on the west side of the street between Cocoa Street and Myrrh Street, where parking is restricted during school hours.
- Myrrh Street -- Myrrh Street is local east-west roadway that provides direct access and circulation north of the Project site. The roadway generally offers one lane in each direction of travel with a double yellow line separating the two directions of travel. The roadway provides two travel lanes per direction with raised median, between Acacia Avenue and Willowbrook Avenue. Parking is allowed on both sides of the street. The prima facie speed limit is 25 miles per hour.

## **EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE**

The following sections present the existing intersection peak hour traffic volumes, a description of the methodology utilized to analyze the intersection traffic conditions, and the resulting level of service conditions at each of the study intersections.

### **Existing Traffic Volumes**

Weekday morning peak hour traffic counts were compiled from data collected in November and December 2017 when all the local schools were in session. These AM peak hour traffic volumes reflect typical weekday operations during current year 2017 conditions and are shown on Figure 3. Additionally, weekday evening peak hour traffic counts for evaluation of a non-school related event at the proposed PAC were compiled from data collected in December 2017 when the existing CHS school was in session. The raw data showing all the traffic counts are attached in Appendix C.

### **Level of Service Methodology**

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS D is typically recognized as the minimum level of service in urban areas. The Level of Service definitions for signalized intersections is provided in Table 1.

The Intersection Capacity Utilization (ICU) method was used to determine the intersection V/C ratio and corresponding level of service for the City of Compton study intersections. The City of Compton accepts the County of Los Angeles significant impact criteria. Per the Los Angeles County Traffic Study Criteria, a capacity of 1,600 vehicles per lane per hour, a total of 2,880 vehicles per hour for dual left-turn lanes, and a 10% reduction factor to account for the loss time of the yellow signal clearance periods have been utilized in the capacity calculations.

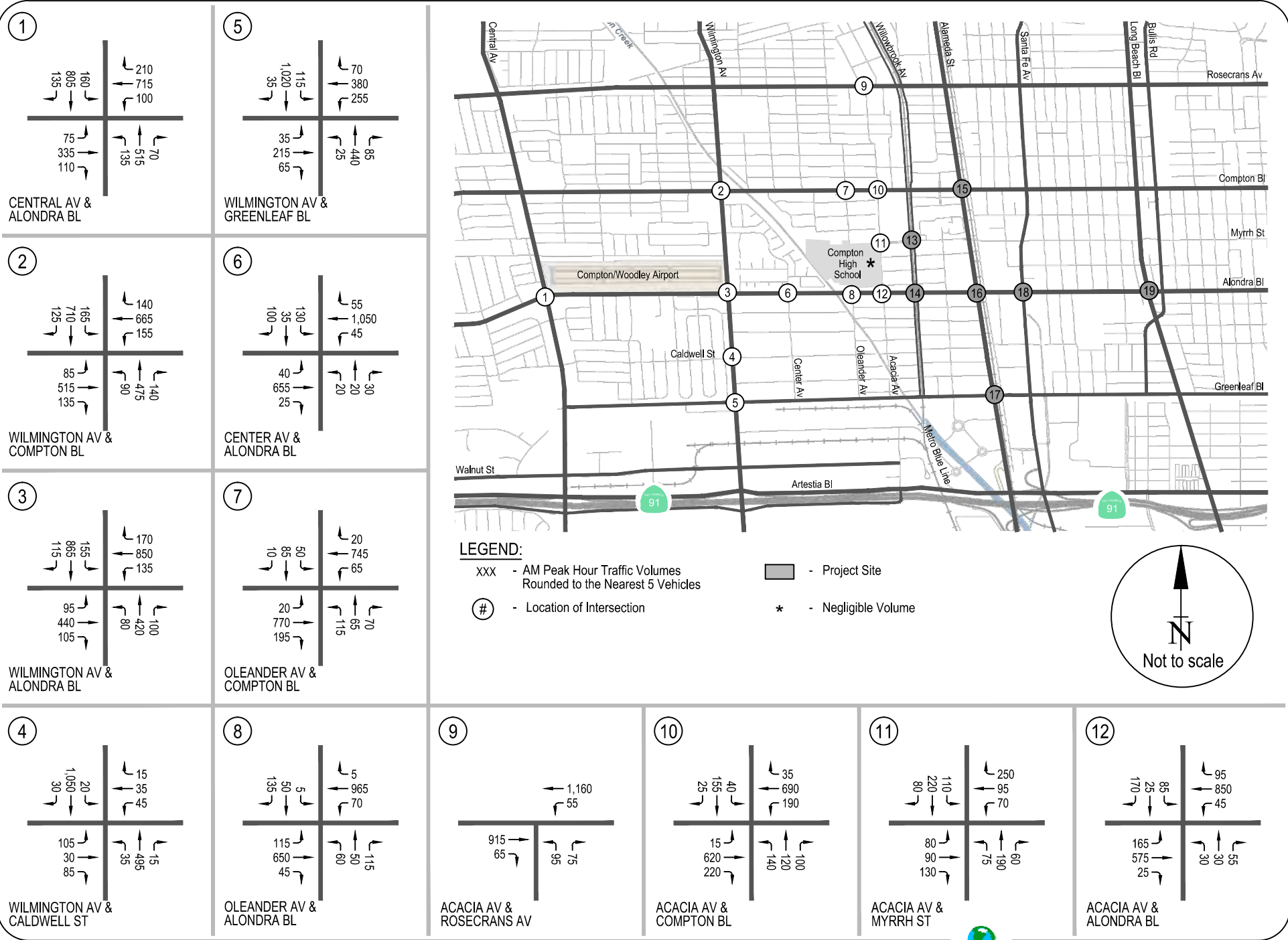


FIGURE 3A  
 EXISTING (YEAR 2017) AM PEAK HOUR TRAFFIC VOLUMES



FIGURE 3B EXISTING (YEAR 2017) AM PEAK HOUR TRAFFIC VOLUMES

**TABLE 1  
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS**

Level of Service	Volume/Capacity Ratio	Definition
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.



## **Existing Levels of Service**

The existing traffic volumes presented in Figure 3 for AM peak hour were used in conjunction with the level of service methodology described in the previous section, and the current intersection lane geometric characteristics illustrated in Appendix B, to determine the existing operating conditions at the analyzed intersections.

Table 2 summarizes the results of the intersection levels of service (LOS) analysis for existing conditions at each of the 19 intersections in the study area. The table indicates the existing V/C ratio during the morning peak hour and the corresponding LOS at the study intersections. As illustrated in the table, all 19 of the study intersections are currently operating at LOS D or better during the morning peak hour. Capacity calculation worksheets for Existing (Year 2017) conditions are provided in Appendix D of the report.

## **EXISTING TRANSIT CONDITIONS**

Nineteen bus lines and one rail line currently serve the study area. Twelve of these bus lines are operated by the Los Angeles County Metropolitan Transportation Authority (LACMTA) or METRO, five bus lines are operated by the City of Compton Renaissance Transit System (COM), one bus line is operated by the City of Gardena Transit (GTRANS), and one bus line is operated by Torrance Transit System (TTS). The Metro Blue Light Rail Transit (LRT) Line is operated by METRO. These transit lines are described below.

### **Los Angeles County Metropolitan Transportation Authority (LACMTA) Lines**

- **LACMTA Line 51** - Line 51 is a predominantly north/south local line that provides service from Koreatown to Compton. Within the study area, the line runs east-west along Compton Boulevard and Myrrh Street, and then north-south along Alameda Street. This line runs every day, including holidays, at peak frequencies of approximately 3-12 minutes. The northern terminus is at the Wilshire/Vermont Station in Koreatown. The southern terminus is at Martin Luther King (MLK) Jr. Transit Center in Compton.
- **LACMTA Line 53** - Line 53 is a north/south local line that provides service from Downtown Los Angeles to Carson, traveling along Central Avenue within the study area. This line runs every day, including holidays, at peak frequencies of approximately 4-14 minutes. The northern terminus is at Metro Center in Downtown Los Angeles, and the southern terminus is at California State University Dominguez Hills.

**TABLE 2  
EXISTING (2017) INTERSECTION LEVEL OF SERVICE ANALYSIS**

No.	Intersection	Existing (2017) Conditions	
		AM Peak Hour	
		V/C	LOS
1.	Central Avenue and Alondra Boulevard	0.751	C
2.	Wilmington Avenue and Compton Boulevard	0.721	C
3.	Wilmington Avenue and Alondra Boulevard	0.837	D
4.	Wilmington Avenue and Greenleaf Boulevard	0.801	D
5.	Wilmington Avenue and Greenleaf Boulevard	0.782	C
6.	Center Avenue and Alondra Boulevard	0.648	B
7.	Oleander Avenue and Compton Boulevard	0.629	B
8.	Oleander Avenue and Alondra Boulevard	0.631	B
9.	Acacia Avenue and Rosecrans Avenue	0.568	A
10.	Acacia Avenue and Compton Boulevard	0.705	C
11.	Acacia Avenue and Myrrh Street	0.589	A
12.	Acacia Avenue and Alondra Boulevard	0.661	B
13.	Willowbrook Avenue and Myrrh Street	0.463	A
14.	Willowbrook Avenue and Alondra Boulevard	0.684	B
15.	Alameda Street and Compton Boulevard	0.680	B
16.	Alameda Street and Alondra Boulevard	0.667	B
17.	Alameda Street and Greenleaf Boulevard	0.611	B
18.	Santa Fe Avenue and Alondra Boulevard	0.752	C
19.	Long Beach Boulevard and Alondra Boulevard	0.693	B

V/C - Volume to Capacity Ratio

LOS - Level of Service

- LACMTA Line 60 - Line 60 is a north/south local line that provides service from Downtown Los Angeles to Compton, and travels along Long Beach Boulevard within the study area. This line runs every day, including holidays, at peak frequencies of approximately 6-7 minutes on weekdays. The northern terminus is at the corner of Sunset Boulevard and Figueroa Street in Downtown Los Angeles. The southern terminus is at the Metro Blue Line Artesia Station in Compton.
- LACMTA Line 125 - Line 125 is an east/west local line that provides service from Manhattan Beach to Norwalk, and travels along Rosecrans Avenue, Willowbrook Avenue, Compton Boulevard, and Santa Fe Avenue within the study area. This line runs weekdays at peak frequencies of approximately 15-20 minutes. The western terminus is at Plaza El Segundo, and the eastern terminus is at the Metro Green Line Norwalk Station.
- LACMTA Line 127 - Line 127 is a local line that provides limited service from Compton to Downey. Within the study area, Line 127 travels east/west along Compton Boulevard. This line runs weekdays at a peak frequency of approximately 60 minutes. The western terminus is at Martin Luther King (MLK) Jr. Transit Center in Compton, and the northern terminus is at the Downey Depot Transportation Center.
- LACMTA Line 128 - Line 128 is a predominantly local east/west line that provides service from Cerritos to Compton. Within the study area, the line runs east-west along Compton Boulevard and Alondra Boulevard, and north-south along Santa Fe Avenue. This line runs weekdays at peak frequencies of approximately 36-50 minutes. The western terminus is at Martin Luther King (MLK) Jr. Transit Center in Compton, and the eastern terminus is at Cerritos Towne Center.
- LACMTA Line 130 - Line 130 is an east/west local line that provides service from Redondo Beach to Cerritos, and travels along Walnut Street and Artesia Boulevard within the study area. This line runs weekdays at peak frequencies of approximately 20-35 minutes. The western terminus is at Broadway/Torrance Boulevard in Redondo Beach. The eastern terminus is at 183<sup>rd</sup> Street/Sears Entry in Cerritos.
- LACMTA Line 202 - Line 202 is a north/south local line that provides service from Willowbrook to Wilmington, and travels along Willowbrook Avenue and Alameda Street within the study area. This line runs on weekdays only, at peak frequencies of approximately 50-60 minutes. The northern terminus is at the Willowbrook/Rosa Parks Metro Green Line Station, and the southern terminus is at the corner of D Street and Avalon Boulevard in Wilmington.
- LACMTA Line 205 - Line 205 is a local north/south line that provides service from San Pedro to Willowbrook traveling along Wilmington Avenue within the study area. This line runs every day, including holidays, at peak frequencies of approximately 20-40 minutes. The northern terminus is at the Willowbrook/Rosa Parks Metro Green Line Station in Willowbrook. The southern terminus is at the corner of Gaffey Street and 13<sup>th</sup> Street in San Pedro.

- LACMTA Line 260 - Line 260 is a local north/south line that provides service from Compton to Altadena traveling along Artesia Boulevard within the study area. This line runs every day, including holidays, at peak frequencies of approximately 10-20 minutes on weekdays. The southern terminus is at the Artesia Blue Line Station in Compton. The northern terminus is at the corner of Fair Oaks Avenue and Alta Loma Drive in Altadena.
- LACMTA Line 351 - Line 351 is a predominantly north/south 'Limited Bus' line that provides service from Koreatown to Compton traveling along Rosecrans Avenue within the study area. This line runs weekdays at peak frequencies of approximately 15-25 minutes. The northern terminus is at Wilshire Center in Koreatown, and the southern terminus is at the Martin Luther King (MLK) Jr. Transit Center in Compton.
- LACMTA Line 762 - Line 762 is an east/west 'Rapid Bus' line that provides service from Compton to Altadena traveling along Artesia Boulevard within the study area. This line runs on weekdays only at peak frequencies of approximately 17-30 minutes. The southern terminus is at the Artesia Blue Line Station in Compton. The northern terminus is at the corner of Fair Oaks Avenue and Colorado Boulevard in Pasadena.
- Metro Blue Line – The Metro Blue Line is a light rail line that provides service between downtown Los Angeles and downtown Long Beach. The northern terminus is at the Metro Center in Downtown Los Angeles. The southern terminus is in Downtown Long Beach. The Metro Blue Line has two stations within the study area: the Artesia station and the Compton transit center. This line runs every day, including holidays, at peak frequencies of approximately 6-12 minutes.

#### Compton Renaissance Transit System Lines

- COM Line 1 - Line 1 is a loop route that travels along Rosecrans Avenue, Compton Boulevard, and Central Avenue within the study area. This line runs Monday through Friday and Saturday serving the following points of interest within the study area: Compton Transit Center, Adult School, Gateway Plaza, Willowbrook Middle School, Compton Centennial High School, and Towne Center. During peak commute hours, the line has a frequency of approximately 40 minutes. No service is provided after 4 PM.
- COM Line 2 - Line 2 is a loop route that travels primarily along Caldwell Street, Alondra Boulevard, Willowbrook Avenue, and Santa Fe Avenue within the study area. This line runs Monday through Friday and Saturday serving the following points of interest within the study area: Compton Transit Center, Compton Airport, Gateway Shopping Center, Public Social Services Department, Department of Motor Vehicles, Compton College, Compton Centennial High School, and Towne Center. During peak commute hours, the line has a frequency of approximately 60 minutes. No service is provided after 4 PM.
- COM Line 3 - Line 3 is a loop route that travels primarily along Willowbrook Avenue, Rosecrans Avenue, and Santa Fe Avenue within the study area. This line runs Monday through Friday and Saturday serving the following points of interest: Compton Transit Center, Compton Career Link, Fashion Center, and Towne Center. During peak commute hours, the line has a frequency of approximately 40 minutes. No service is provided after 4 PM.

- COM Line 4 - Line 4 is a loop route that travels along Willowbrook Avenue, Santa Fe Avenue, Greenleaf Boulevard, Long Beach Boulevard, Alondra Boulevard, and Compton Boulevard within the study area. This line runs Monday through Friday and Saturday serving the following points of interest: Compton Transit Center, Compton College Gateway Shopping Center, Dominguez High School, Public Social Services Department, Department of Motor Vehicles, and Towne Center. During peak commute hours, the line has a frequency of approximately 40 minutes. No service is provided after 4 PM.
- COM Line 5 - Line 5 is a loop route that travels primarily along Willowbrook Avenue, Compton Boulevard, Long Beach Boulevard, Artesia Boulevard, Walnut Street, and Central Avenue within the study area. This line runs Monday through Friday and Saturday serving several major points of interest within the city. During peak commute hours, the line has a frequency of approximately 60 minutes. No service is provided after 4 PM.

#### Gardena Transit System Lines

- GTrans Line 3 is primarily a local east/west route that provides service from Gardena to Compton, traveling along Alondra Boulevard, Wilmington Avenue, and Compton Boulevard within the study area. This line runs every day at peak frequencies of approximately 13-20 minutes. The eastern terminus is at the Martin Luther King (MLK) Jr. Transit Center in Compton, and the western terminus is at South Bay Galleria in Gardena.

#### Torrance Transit System Lines

- TTS Line 6 is primarily a local east/west route that provides service from Torrance to Compton and travels along Artesia Boulevard within the study area. This line runs on weekdays only at peak frequencies of approximately 35-45 minutes. The eastern terminus is at the Gateway Towne Center (Artesia Blue Line Station) in Compton, and the western terminus is at the Del Amo Fashion Center in Torrance.

These transit lines within the study area are illustrated in Figure 4.

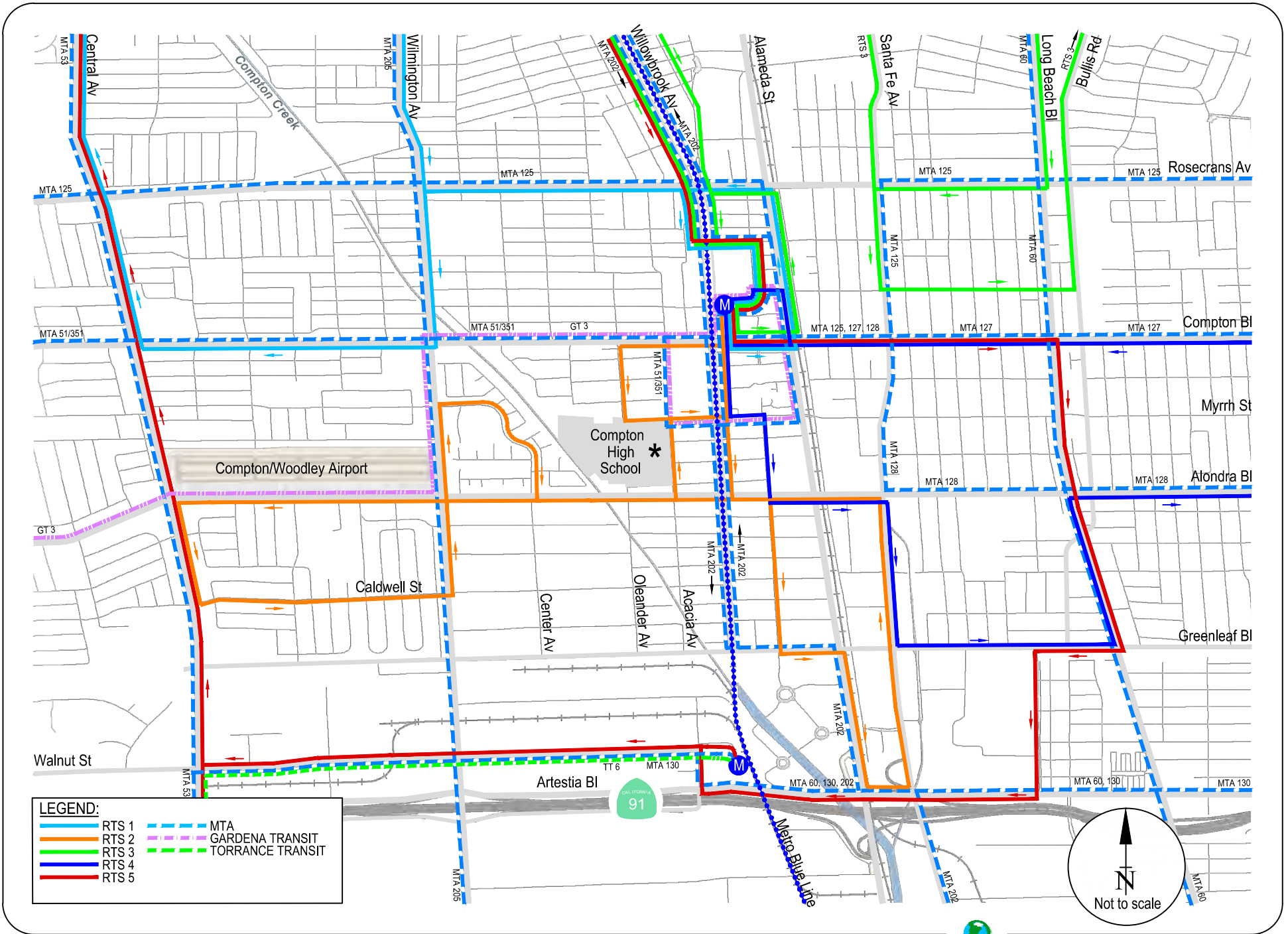


FIGURE 4  
EXISTING TRANSIT LINES

## EXISTING BICYCLE FACILITIES

The City of Compton Bicycle Master Plan (May 2015) documents the existing and planned bicycle facilities within the City of Compton. The Bicycle Master Plan provides a prioritization of the bicycle network and provides a list of policies and programs to implement new bicycle facilities. The four classes of bikeways per the City of Compton Bicycle Master Plan are described below.

- *Class I Bikeway. Typically called a shared-use path, a Class I Bikeway provides bicycle travel on a paved right-of-way completely separated from any street or highway. It is usually shared with pedestrians and other active transportation users, such as skateboarders.*
- *Class II Bikeway. Often referred to as a bicycle lane, a Class II Bikeway provides a striped and stenciled lane for one-way bicycle travel on a street or highway. Class II buffered bicycle lanes and is an enhancements that substitutes a painted line for a wider (2-5 foot) painted buffer zone, increasing the effective distance between bicycle riders and adjacent motor vehicle traffic.*
- *Class III Bikeway. Generally referred to as a bicycle route, a Class III Bikeway provides for shared use with motor vehicle traffic and is identified only by signing and/or pavement markings. A subset of this type of bikeway is a Bicycle Boulevard, which is a local street that has been optimized for bicycle travel by reducing motor vehicle speeds and volumes and by improving arterial crossings and operating speeds for bicyclists.*
- *Class IV Bikeway. Often referred to as protected bicycle lanes or cycle tracks, Class IV bikeways are located within a street or highway right-of-way, provide a designated area for one-way or two-way bicycle travel, and offer physical protection from adjacent motor vehicle traffic using barriers, bollards, curbing, parked cars, posts, planters, or other vertical elements.*

Within the study area, existing bicycle facilities are available on the following roadways:

- Central Avenue from Greenleaf Boulevard to El Segundo Boulevard (Bike Lanes)
- Alondra Boulevard from Central Avenue to Atlantic Avenue (Bike Lanes)
- Greenleaf Boulevard from Wilmington Avenue to Long Beach Boulevard (Bike Lanes)

Future bike facilities are planned on the following roadway within the study area:

- Acacia Avenue from Johnson Street to Rosecrans Avenue (Proposed Bike Route)
- Myrrh Street from Santa Fe Avenue to Gibson Avenue (Proposed Bike Boulevard Route)
- Willowbrook Avenue from Greenleaf Boulevard to north Compton City Limit (Proposed Bike Route)
- Wilmington Avenue from Victoria Street to north Compton City Limit (Proposed Bike Route)
- Caldwell Street from Greenleaf Boulevard to Alameda Street(Proposed Bike Route)
- Myrrh Street from Oleander Avenue to Santa Fe Avenue (Proposed Bike Lanes)
- Tamarind Avenue from Greenleaf Boulevard to Myrrh Street (Proposed Bike Lanes)
- Long Beach Boulevard from Greenleaf Bl. to Orchard Avenue (Proposed Bike Lanes)
- Greenleaf Boulevard from Central Avenue to Long Beach Boulevard (Proposed Buffered Bike Lane)
- Rosecrans Avenue from west Compton City Limit to Los Angeles River Trail (Proposed Buffered Bike Lane)
- Compton Boulevard from Avalon Boulevard to Harris Avenue (Proposed Protected Bike Lane – One-way)
- Alameda Street (Little Alameda) from south Compton City Limit to north Compton City Limit (Proposed Protected Bike Lane – Two-Way)

A map of the existing and planned bicycle facilities in the City of Compton is provided in Appendix E.



### III. PROJECT TRAFFIC PROJECTIONS

In order to properly evaluate the potential impact of the Proposed Project on the local street system, estimates of the Project traffic volumes were developed. The traffic generated by the Proposed Project was estimated and assigned separately to the street system.

#### PROPOSED PROJECT TRAFFIC VOLUMES

The development of traffic generation estimates for the Proposed Project involves the use of a three-step process: trip generation, trip distribution and traffic assignment.

##### Project Trip Generation

The reconstructed campus will accommodate a total of 2,500 seats. The current Compton High School capacity is 3,186 seats. Therefore, the Proposed Project lowers the existing school capacity by 686 seats.

Utilizing the latest ITE's *Trip Generation Manual*, 10<sup>th</sup> Edition trip rates, the Proposed Project's trip generation was determined. Tables 3A and 3B present details of the Proposed Project's trip generation including size, applicable rate and trip generation estimates. Table 3A presents trip generation details of the Proposed Project's school component while Table 3B presents details of the Proposed Project's non-school event trip generation.

From Table 3A, it can be observed that the existing Compton High School with 3,186 seats capacity is estimated to generate 6,468 daily trips, of which 1,657 trips would occur in the morning peak hour. The Proposed Project with 2,500-seat capacity, is estimated to generate 5,075 daily trips of which 1,300 trips would occur during the morning peak hour.

The Project Site contains several District facilities and buildings not affiliated with the CHS campus, including the Pupil Services, Enrollment Center, and Special Education offices. The District's Pupil Services, Enrollment Center, and Special Education offices comprise several portable and permanent facilities, totaling approximately 27,165 square feet of existing uses. The

**TABLE 3A  
ESTIMATED PROJECT TRIP GENERATION**

	Size (capacity)	Daily	AM Peak Hour		
			IN	OUT	TOTAL
<b>Existing School</b>					
High School	3,186 students	6,468	795	862	1,657
<b>Proposed Project</b>					
Reconstruction of High School	2,500 students	5,075	624	676	1,300
<b>Existing Use to Relocated</b>					
School District Office	7,530 s.f.	(108)	(14)	(4)	(18)
Office	27,165 s.f.	(300)	(45)	(7)	(52)
Existing Uses to be Relocated - Trip Generation Total		(408)	(59)	(11)	(70)
<b>Existing Acquisition Uses (to be removed)</b>					
Multifamily	26 d.u.	(140)	(2)	(7)	(9)
Car Wash	2 stalls	(312)	(11)	(6)	(17)
Church	2,752 s.f.	(19)	(1)	0	(1)
Existing Uses to be Removed - Trip Generation Total		(471)	(14)	(13)	(27)
<b>Trip Rates [1]</b>					
High School (ITE Land Use 530)	Trips per student	2.03	48%	52%	0.52
School District Office (ITE Land Use 538)	Trips per 1,000 s.f.	14.37	76%	24%	2.36
Office (ITE Land Use 710)	Trips per 1,000 s.f.	[2]	86%	14%	[2]
Multifamily (ITE Land Use 221)	Trips per d.u.	[3]	26%	74%	0.36
Car Wash (ITE Land Use 949)	Trips per stall	156.20	63%	37%	8.60
Church (ITE Land Use 560)	Trips per s.f.	6.95	60%	40%	0.33

[1] Trip generation rates from Trip Generation Manual, 10th Edition, ITE 2017.

[2] Trip generation estimates for office was calculated using the following equations:

$$\begin{aligned} \text{Daily: } & \ln(T) = 0.97 \ln(X) + 2.50 & \text{Where:} \\ \text{AM Peak Hour: } & (T) = 0.94 (X) + 26.49 & \ln = \text{Natural logarithm} \\ & & T = \text{Two-way volume of traffic (total trip-ends)} \\ & & X = \text{Area in 1,000 gross square feet of leasable area} \end{aligned}$$

[3] Trip generation estimates for multifamily was calculated using the following equations:

$$\begin{aligned} \text{Daily: } & (T) = 5.45 (X) - 1.75 & \text{Where:} \\ & & \ln = \text{Natural logarithm} \\ & & T = \text{Two-way volume of traffic (total trip-ends)} \\ & & X = \text{Area in 1,000 gross square feet of leasable area} \end{aligned}$$

**TABLE 3B  
ESTIMATED PERFORMING ARTS CENTER TRIP GENERATION NON-SCHOOL RELATED EVENTS**

Community Events (Non-School Related Events)	Size	Daily	PM Peak Hour		
			IN	OUT	TOTAL
Existing Auditorium [1]	1,664 seats	0	0	0	0
Performing Arts Center (58,500 s.f.)	1,200 seats	n/a	56	100	156
<b>Trip Rates [1]</b>					
Arena (ITE Lane Use 460)	Trips per seat	[2]	36%	64%	0.13

[1] No non-school related events occur at the existing auditorium. Weekday AM peak hour trip generation is included in the school trip generation since they are school-related events. No AM peak hour trip generation.

District's Facilities Department is located in two portable buildings set in the north parking lot comprising a total of approximately 7,530 square feet of existing uses. As part of the Proposed Project, the District's Facilities Department and Pupil Services, Enrollment Center, and Special Education offices will be relocated. As shown on Table 3A, the relocation of these facilities would result in a reduction 408 daily trips and 70 trips during the morning peak hour in the project study area.

The Project Site also includes ten additional parcels and associated public right-of-way dedications along W. Cocoa Street and S. Oleander Avenue (acquisition area) located immediately south of the existing CHS campus. The acquisition area is currently developed with a single-family residence and six multifamily residential buildings (ranging between 3 and 6 units in size for a total of 25 units), a church, and a commercial car wash, for a total of approximately 20,300 square feet of existing uses. As can be seen on Table 3A, the removal of these existing uses would result in a reduction of 471 daily trips and 27 trips during the morning peak hour in the project study area.

The Proposed Project also includes a Performing Arts Center (PAC) where potentially two non-school related events could occur in the evenings. This facility, with approximately 58,500 square feet of building area, would contain approximately 1,200 seats compared to the existing auditorium that has 1,664 seats. The PAC is anticipated to be used for two community events (non-school related) per year in the evenings. As shown on Table 3B, a community event at the PAC is estimated to generate 156 trips during the evening peak hour.

### **Project Trip Distribution**

The geographic distribution for Proposed Project trips based on existing traffic counts, the distribution of the student population within the school boundaries and engineering judgement was estimated to be the following:

- To and From the North: 20%
- To and From the South: 30%
- To and From the East: 15%
- To and From the West: 35%

Intersection level trip distribution percentages are shown in Figure 5. Based on these distribution assumptions, location and points of access of the Proposed Project driveways, and trip generation estimates from the Proposed Project, the project-only trips were assigned on the roadway network and traffic estimates of project-only trips were developed.

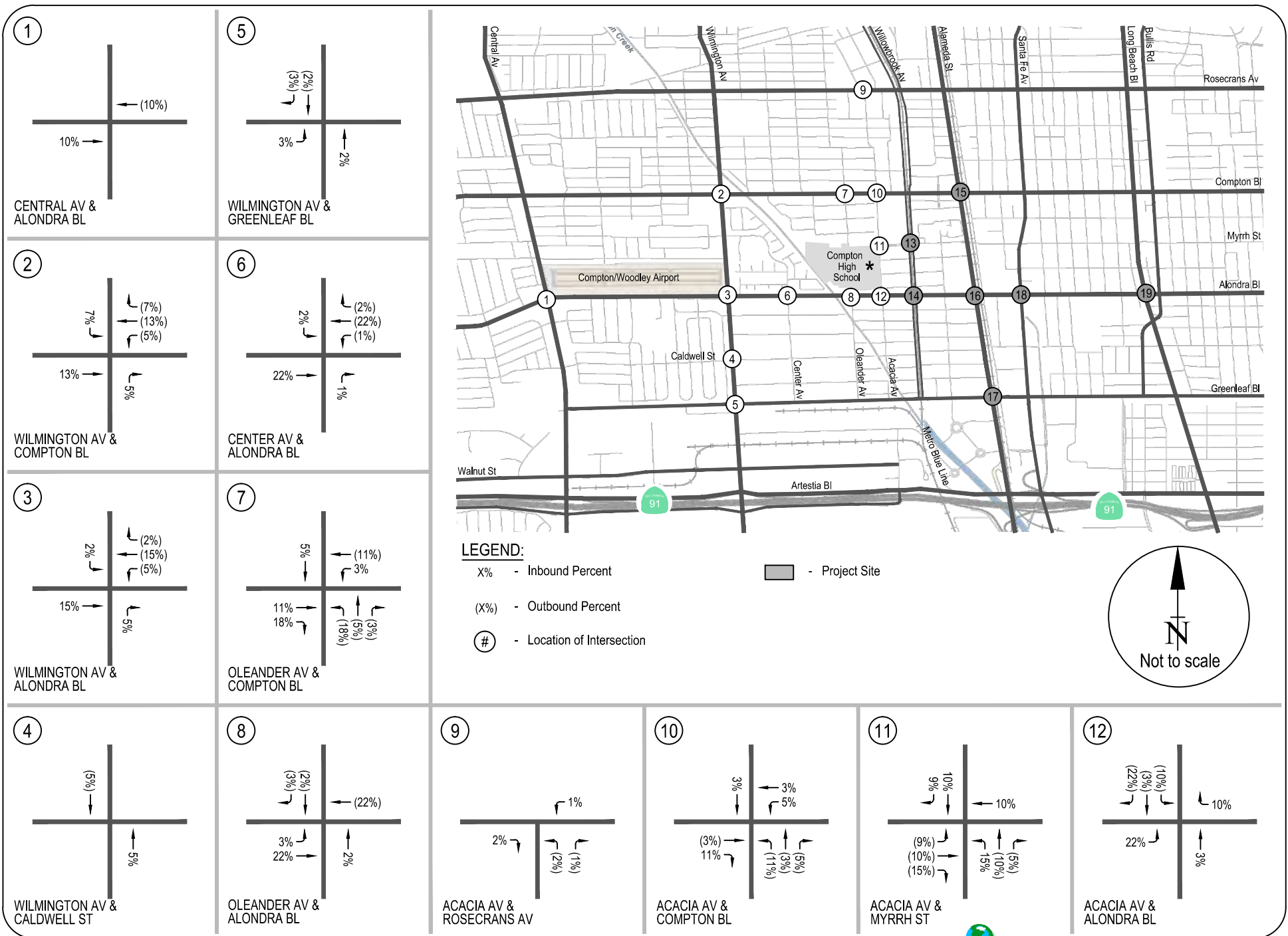


FIGURE 5A  
PROJECT TRIP DISTRIBUTION



FIGURE 5B  
PROJECT TRIP DISTRIBUTION

## **IV. FUTURE YEAR 2023 TRAFFIC PROJECTIONS**

In order to properly evaluate the potential impact of the Proposed Project on the local street system, estimates of the Future (Year 2023) Baseline traffic volumes both with and without the Proposed Project were developed. The Future (Year 2023) Baseline conditions (i.e., without the Proposed Project) was first developed including estimates for background growth in area-wide trip making, traffic associated with the existing capacity of school (Compton High School), and trips generated by future developments (related projects) in the vicinity of the study area. Next, the net traffic generated by the Proposed Project was estimated and assigned separately to the street system. The addition of Proposed Project-related net traffic to the Future (Year 2023) Baseline traffic volumes provides traffic volume estimates for the Future (Year 2023) Baseline plus Project scenario. Each of these future traffic scenarios is described further in this chapter.

### **FUTURE (YEAR 2023) BASELINE TRAFFIC PROJECTIONS**

The Future (Year 2023) Baseline traffic projections reflect growth in traffic from two primary sources: Firstly, the background or ambient growth to reflect the effects of overall area-wide regional growth both within and outside the study area; and secondly, from traffic generated by specific related (cumulative) projects located within, or in the vicinity of, the study area. Each of these components is described below. The traffic associated with the existing school capacity was also estimated and included in the Future (Year 2023) Baseline traffic projections.

#### **Area-wide Ambient Traffic Growth**

The traffic in the vicinity of the study area was estimated to increase at a rate of about 1.46% per year per the Los Angeles County Congestion Management Program (CMP). Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate. With the assumed completion date of 2023, the Existing 2017 traffic volumes were adjusted upward by a factor of 8.76% to reflect this area-wide regional growth.

## **Related Projects Traffic Generation and Assignment**

As indicated, the second potential source of traffic growth in the study area is that expected from other future development projects in the vicinity. These related or "cumulative" projects are those developments that are planned and expected to be in place within the same timeframe as the Proposed Project. Data describing related projects in the area was researched and solicited from the City of Compton. Fifteen related projects were identified within the study area and are listed in Table 4. The locations of these projects are shown in Figure 6.

The trip generation estimates for the related projects were estimated using size and use information, and trip rates and equations from the ITE's *Trip Generation Manual*, 10<sup>th</sup> Edition, as well as trip generation estimates provided by the recently completed traffic studies prepared for projects in the City of Compton.

As summarized in Table 4, the related projects are estimated to generate a total of approximately 647 trips during the morning peak hour and 784 trips during the evening peak hour. The geographic distribution and the traffic assignment of the related projects were performed and the results showing the related project's trips during the morning peak hour are included in Figure 7.

## **Future (Year 2023) Baseline Traffic Volumes**

The related projects' traffic estimates were added to the Existing plus Ambient Growth traffic to obtain the Future (Year 2023) Baseline traffic volumes. The traffic volumes associated with the existing Compton High School at 3,186 seat capacity were estimated and included in the future traffic volumes estimates. Figure 8 provides the Future (Year 2023) Baseline traffic volumes at each of the analysis intersections during the AM peak hour. These volumes represent Future (Year 2023) Baseline (without project) projections.

## **FUTURE (YEAR 2023) BASELINE PLUS PROJECT TRAFFIC VOLUMES**

Utilizing the project-only traffic estimates developed for the AM peak hour, traffic forecasts for the Future (Year 2023) Baseline plus Project projections were developed. The Future (Year 2023) Baseline traffic forecasts were combined with the net project-only traffic volumes to obtain the Future plus Project traffic volume forecasts. The Future (Year 2023) Baseline plus Project traffic volumes during the AM peak hour are presented in Figure 9.

**TABLE 4  
ESTIMATED WEEKDAY TRIP GENERATION OF RELATED PROJECTS\***

Map No.	Project Name	Location	Description	Daily	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
<b>City of Compton</b>										
1	Brickyard Commerce Center [1]	13633, 13801, 13805 Central Ave.	Light Industrial/Warehouse	1,587	5	(8)	(3)	20	73	93
2	Warehouse/Distribution Center [1]	2717 W. Rosecrans Ave.	102,770 s.f. warehouse	756	54	13	67	18	53	71
3	Rosecrans Condominium Development [2]	2001-2111 E. Rosecrans Ave.	62 d.u. condominiums	320	5	22	27	22	10	32
4	Infill Property Partners Distribution Facility [3]	1420 N. McKinley Ave.	139,675 s.f. warehouse	n/a	54	13	67	18	53	71
5	Public Storage	1901 W. El Segundo Bl.	186,432 s.f. self storage	282	11	8	19	15	17	32
6	Single-Family Homes	1378 W. Compton Bl.	6 d.u. single-family homes	78	2	7	9	4	3	7
7	Low-Income Units	605 N. Long Beach Bl.	8 d.u. apartments	59	1	3	4	4	2	6
8	Apartment Project	2605 W. Compton Bl.	6 d.u. apartments	44	1	2	3	3	2	5
9	Condominium Project	809 E. Pine Street	6 d.u. condominiums	44	1	2	3	3	2	5
10	Commercial Center	809, 811, 821 W. Rosecrans Ave.	18,000 s.f. retail	1,873	100	61	161	73	80	153
11	Gas Station and Retail	106 N. Long Beach Blvd.	4 additional pumps	821	26	25	50	29	27	56
12	Commercial Center	2200 W. Artesia Blvd.	21,000 s.f. retail	2,080	100	62	162	82	89	171
13	Industrial Project	216 E. Oris St.	95,000 s.f. industrial building	471	59	8	67	8	57	65
14	Transitional Housing	1005-1035 E. Rosecrans Ave.	81 dorm-style units	164	4	2	6	8	8	16
15	Industrial Project	427-433 E. Pine St.	Concrete batching facility (1 acre) and contractor's storage yard with 3,108 s.f. two-story office	35	5	1	5	0	1	1
<b>RELATED PROJECTS TRIP GENERATION TOTAL</b>				<b>8,614</b>	<b>426</b>	<b>221</b>	<b>647</b>	<b>309</b>	<b>475</b>	<b>784</b>

Trip generation estimates are based on trip generation rates included in *Trip Generation Manual*, 10th Edition, ITE 2017, unless noted otherwise.

\* Related projects information provided by the City of Compton and City's website.

[1] Related projects and their trip generation from Brickyard Commerce Center Final Initial Study/Mitigated Negative Declaration, February 2015, EcoTierra Consulting.

[2] Trip generation from Traffic Analysis for Rosecrans Condominium Development at 2001-2111 E. Rosecrans Avenue, July 2015, Overland Traffic Consultants, Inc.

[3] Trip generation from Initial Study & Mitigated Negative Declaration, CUP No. 2758 and MND No. 937, Infill Property Partners Distribution Facility, 1420 N. McKinley Avenue, March 2015, Blodgett Baylosis Environmental Planning.



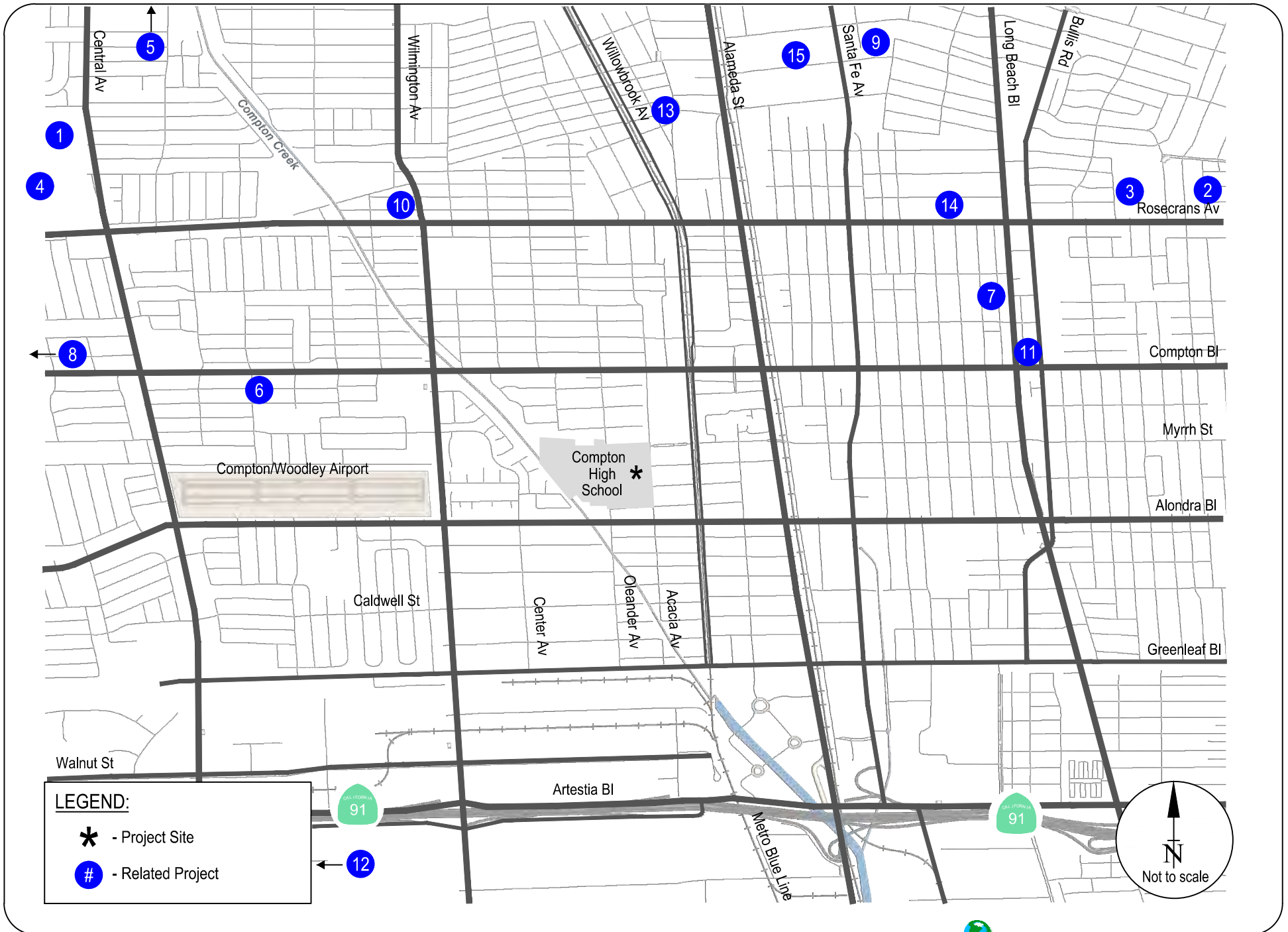


FIGURE 6  
LOCATION OF RELATED PROJECTS

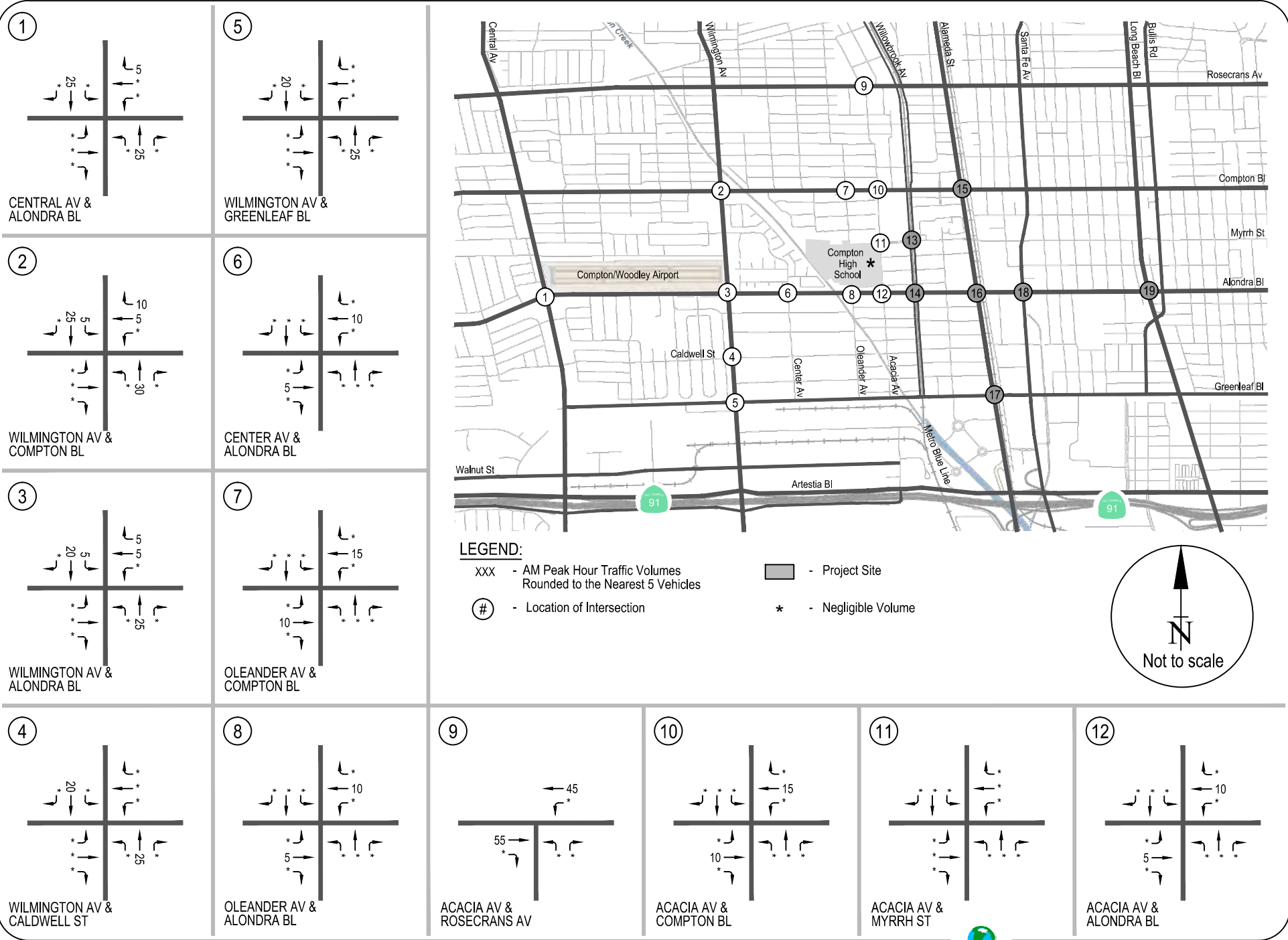


FIGURE 7A  
RELATED PROJECTS AM PEAK HOUR TRAFFIC VOLUMES



FIGURE 7B  
RELATED PROJECTS AM PEAK HOUR TRAFFIC VOLUMES

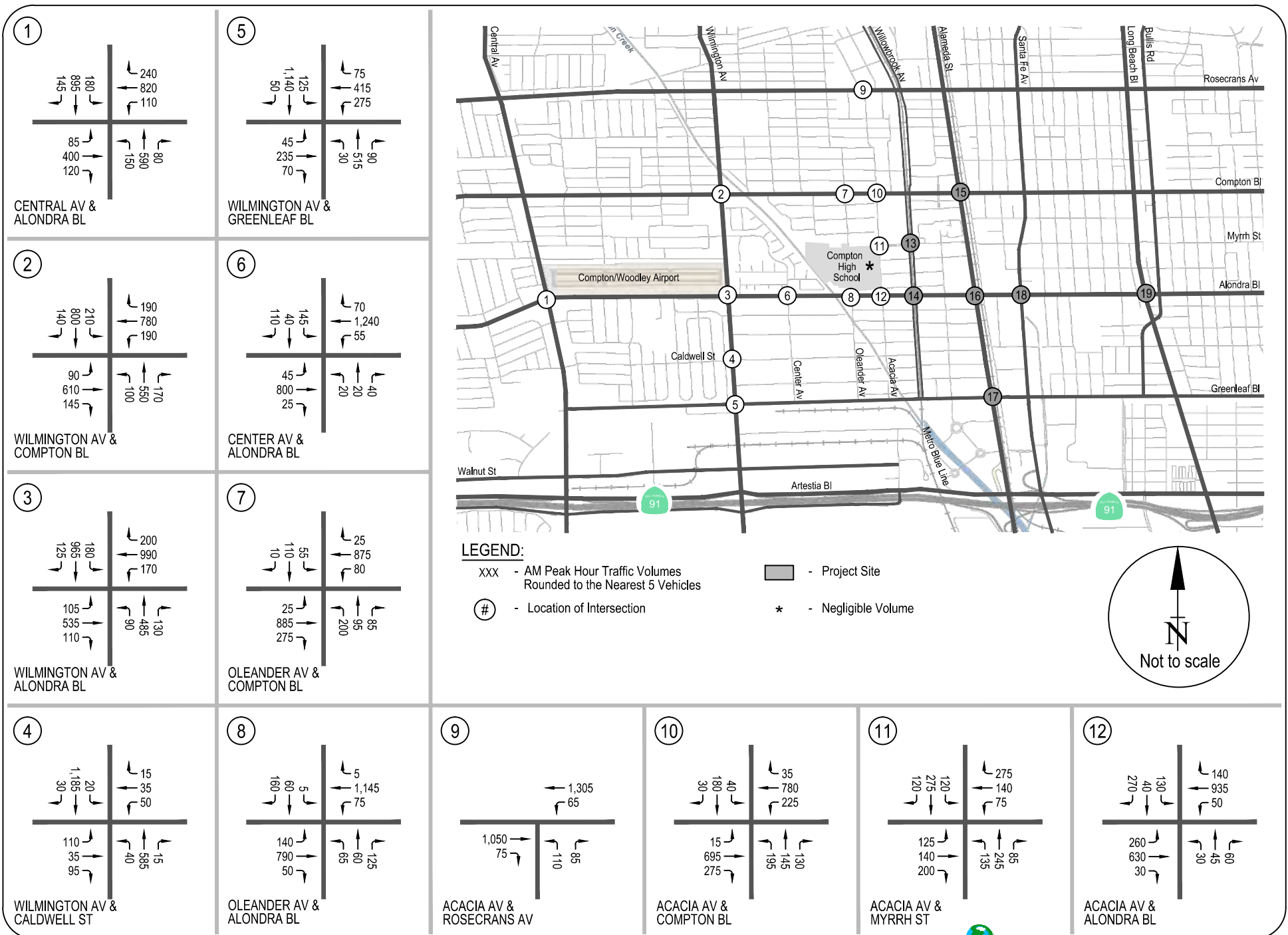


FIGURE 8A  
 FUTURE (YEAR 2023) BASELINE AM PEAK HOUR TRAFFIC VOLUMES



FIGURE 8B FUTURE (YEAR 2023) BASELINE AM PEAK HOUR TRAFFIC VOLUMES



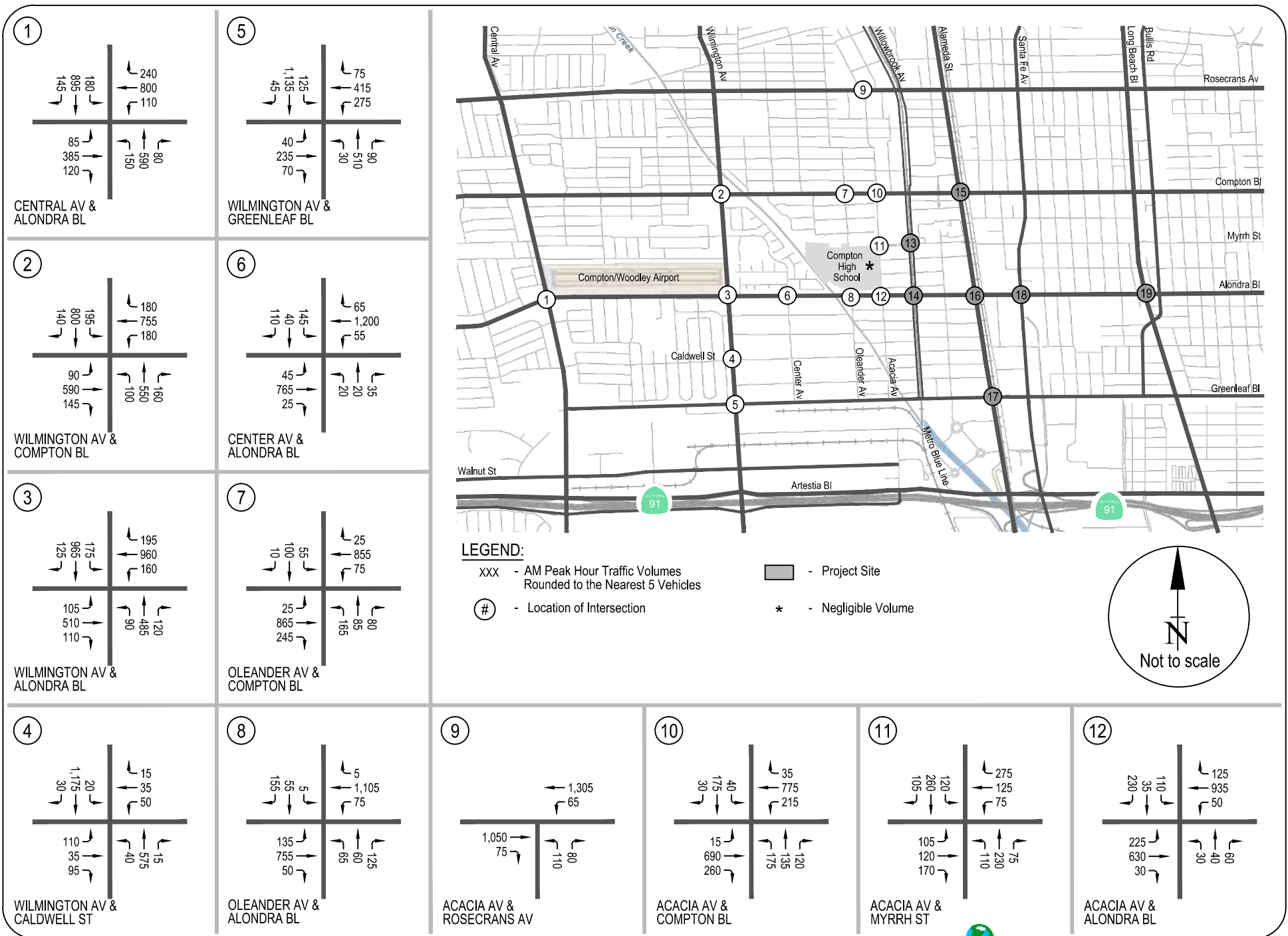


FIGURE 9A  
 FUTURE (YEAR 2023) BASELINE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES



FIGURE 9B  
 FUTURE (YEAR 2023) BASELINE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES

## V. TRAFFIC CONDITIONS & IMPACT ANALYSIS

The Existing (Year 2017) Baseline plus Project, Future (Year 2023) Baseline and Future (Year 2023) Baseline plus Project conditions were analyzed utilizing the methodologies and assumptions per the County of Los Angeles traffic study guidelines. The results were then used to assess the potential impact of the proposed project on the local street system.

The traffic impact analysis compares the volume to capacity (V/C) ratios at each study location under the Existing (Year 2017) Baseline and Existing (Year 2017) Baseline plus Project; and Future (Year 2023) Baseline and Future (Year 2023) Baseline plus Project projections to determine the incremental difference in V/C ratios caused by the proposed project. These values provide the information needed to assess the potential impact of the project using significance criteria established by the County of Los Angeles and accepted by the City of Compton.

### SIGNIFICANT TRAFFIC IMPACT CRITERIA

The City of Compton uses impact threshold criteria established by and documented in the Los Angeles County Department of Public Works (LACDPW) Traffic Impact Analysis Report Guidelines that determine if a project has a significant traffic impact at a specific signalized intersection. According to the criteria, a project impact is considered significant if the following conditions are met:

<u>Intersection Condition With Project Traffic</u>		<u>Project-Related Increase in V/C Ratio</u>
<u>LOS</u>	<u>V/C Ratio</u>	
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010



Using these criteria, for example, a project would not have a significant impact at a signalized intersection if it is operating at LOS C after the addition of project traffic and the incremental change in V/C ratio is less than 0.040. However, if the intersection is operating at a LOS F after the addition of project traffic and the incremental change in V/C ratio is 0.010 or greater, the project would be considered to have a significant impact.

## **EXISTING (YEAR 2017) BASELINE TRAFFIC CONDITIONS**

Existing (Year 2017) Baseline conditions were developed by including traffic associated with the Compton High School at 3,186 seat capacity to existing traffic volumes. These forecasts would form the basis for estimating traffic impacts due to the Proposed Project. As indicated in Table 5, all 19 of the study intersections are projected to continue to operate at LOS D or better during the morning peak hour. The Existing (Year 2017) Baseline traffic volumes during the AM peak hour are attached in Appendix F of the report.

Capacity calculation worksheets for Existing (Year 2017) Baseline conditions are attached in Appendix F of the report.

## **EXISTING (YEAR 2017) BASELINE PLUS PROJECT TRAFFIC CONDITIONS**

Utilizing the net project-only traffic estimates developed for the AM peak hour, traffic forecasts for the Existing (Year 2017) Baseline plus Project conditions were developed. The Existing (Year 2017) Baseline traffic volumes were combined with the net project-only traffic volumes to obtain the Existing (Year 2017) Baseline plus Project traffic volume forecasts. The Existing (Year 2017) Baseline plus Project traffic volumes during the AM peak hour are attached in Appendix G of the report.

The Existing (Year 2017) Baseline plus Project peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 5 presents the results of the Existing (Year 2017) Baseline plus Project traffic analysis. As indicated in the table, all 19 of the study intersections are projected to continue to operate at LOS D or better during the morning peak hour.

Capacity calculation worksheets for Existing (Year 2017) Baseline plus Project conditions are attached in Appendix G of the report.

**TABLE 5  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS**

No.	Intersection	Peak Hour	Existing (2017) Baseline Conditions*		Existing (2017) Baseline Plus Project Conditions**		Project Increase in V/C	Significant Project Impact	Future (2023) Baseline Conditions		Future (2023) Baseline Plus Project Conditions		Project Increase in V/C	Significant Project Impact
			AZ	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
			1.	Central Avenue and Alondra Boulevard	AM	0.764			C	0.758	C	-0.006		
2.	Wilmington Avenue and Compton Boulevard	AM	0.748	C	0.735	C	-0.013	No	0.811	D	0.798	C	-0.013	No
3.	Wilmington Avenue and Alondra Boulevard	AM	0.858	D	0.848	D	-0.010	No	0.934	E	0.924	E	-0.010	No
4.	Wilmington Avenue and Caldwell Street	AM	0.810	D	0.806	D	-0.004	No	0.882	D	0.878	D	-0.004	No
5.	Wilmington Avenue and Greenleaf Boulevard	AM	0.788	C	0.785	C	-0.003	No	0.855	D	0.852	D	-0.003	No
6.	Center Avenue and Alondra Boulevard	AM	0.682	B	0.666	B	-0.016	No	0.735	C	0.719	C	-0.016	No
7.	Oleander Avenue and Compton Boulevard	AM	0.734	C	0.686	B	-0.048	No	0.783	C	0.735	C	-0.048	No
8.	Oleander Avenue and Alondra Boulevard	AM	0.678	B	0.656	B	-0.022	No	0.727	C	0.706	C	-0.021	No
9.	Acacia Avenue and Rosecrans Avenue	AM	0.575	A	0.571	A	-0.004	No	0.629	B	0.625	B	-0.004	No
10.	Acacia Avenue and Compton Boulevard	AM	0.765	C	0.737	C	-0.028	No	0.821	D	0.792	C	-0.029	No
11.	Acacia Avenue and Myrrh Street	AM	0.722	C	0.660	B	-0.062	No	0.764	C	0.703	C	-0.061	No
12.	Acacia Avenue and Alondra Boulevard	AM	0.798	C	0.734	C	-0.064	No	0.852	D	0.787	C	-0.065	No
13.	Willowbrook Avenue and Myrrh Street	AM	0.482	A	0.473	A	-0.009	No	0.514	A	0.505	A	-0.009	No
14.	Willowbrook Avenue and Alondra Boulevard	AM	0.696	B	0.690	B	-0.006	No	0.753	C	0.747	C	-0.006	No
15.	Alameda Street and Compton Boulevard	AM	0.694	B	0.688	B	-0.006	No	0.752	C	0.745	C	-0.007	No
16.	Alameda Street and Alondra Boulevard	AM	0.672	B	0.670	B	-0.002	No	0.727	C	0.725	C	-0.002	No
17.	Alameda Street and Greenleaf Boulevard	AM	0.616	B	0.613	B	-0.003	No	0.664	B	0.661	B	-0.003	No
18.	Santa Fe Avenue and Alondra Boulevard	AM	0.754	C	0.753	C	-0.001	No	0.817	D	0.817	D	0.000	No
19.	Long Beach Boulevard and Alondra Boulevard	AM	0.695	B	0.694	B	-0.001	No	0.755	C	0.754	C	-0.001	No

\* Existing traffic volumes include traffic associated with Compton High School at 3,186 seat capacity.

\*\* Proposed Project involves demolishing existing school and reconstructing a new high school with 2,500-seat capacity.

V/C - Volume to Capacity Ratio; LOS - Level of Service

## **FUTURE (YEAR 2023) BASELINE TRAFFIC CONDITIONS**

The Future (Year 2023) Baseline (without the Proposed Project) peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 5 presents the results of the Future (Year 2023) Baseline (without project) traffic analysis. As indicated in the table, 18 of the 19 study intersections are projected to operate at LOS D or better during the morning peak hour. The Wilmington Avenue and Alondra Boulevard intersection is projected to operate at LOS E during the morning peak hour.

Capacity calculation worksheets for Future (Year 2023) Baseline conditions are attached in Appendix H of the report.

## **FUTURE (YEAR 2023) BASELINE PLUS PROJECT TRAFFIC CONDITIONS**

The Future (Year 2023) Baseline Plus Project peak hour traffic volumes were analyzed to determine the V/C ratio and corresponding level of service at each of the analyzed intersections. The results of this analysis are also summarized in Table 5. Table 5 indicates that traffic generated by the Project would not change the intersection levels of service from Future (Year 2023) Baseline conditions at the study intersections during the morning peak hour.

Capacity calculation worksheets for Future (Year 2023) Baseline plus Project conditions are attached in Appendix I of the report.

## **PROJECT IMPACTS**

Using the specified significant impact criteria, the traffic impacts at the analysis locations were determined. Table 5 identifies the individual impacts during AM peak hour at each of the analysis locations. It can be observed that the Proposed Project does not cause significant impacts at any of the analyzed intersections under both Existing (Year 2017) Baseline and Future (Year 2023) Baseline conditions. The Proposed Project improves operating conditions with the proposed student capacity and facilities being provided on the Campus site. Therefore, no project-specific mitigation measures would be required.

## VI. REGIONAL/CMP ANALYSIS

This section presents the Congestion Management Program (CMP) transportation impact analysis. This analysis was conducted in accordance with the procedures outlined in the *2010 Congestion Management Program for Los Angeles County* (Los Angeles County Metropolitan Transportation Authority, 2010). The CMP requires that when a traffic impact report is prepared for a project, traffic impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use these facilities.

### CMP TRAFFIC IMPACT ANALYSIS

The CMP guidelines for determining the study area for analysis of CMP arterial monitoring intersections and for freeway monitoring locations are as follows:

- All CMP arterial monitoring intersections where the proposed project will add 50 or more trips during either the AM or PM weekday peak hours of adjacent street traffic.
- All CMP mainline freeway monitoring locations where the proposed project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

The nearest CMP arterial monitoring locations to the Project site are:

- Alameda Street and Compton Boulevard (CMP ID# 12)
- Alameda Street and SR-91 Ramps (CMP ID# 13)

Based on the incremental Project trip generation estimates presented in Chapter III, the Proposed Project will not add 50 or more new trips per hour to this location. Therefore, no further analysis of CMP arterial monitoring locations is required.

The nearest mainline freeway monitoring locations to the Project site include the Gardena Freeway (SR-91) east of Alameda Street/Santa Fe Avenue and the Long Beach Freeway (I-710) north of Firestone Boulevard. Based on the incremental Project trip generation estimates, the Proposed Project will not add 150 or more new trips per hour to these locations in either direction. Therefore, no further analysis of CMP freeway monitoring stations is required.

## **VII. NON-SCHOOL RELATED EVENT AT THE PAC TRAFFIC CONDITIONS & IMPACT ANALYSIS**

The Proposed Project would include a Performing Arts Center (PAC) located in the acquisition area replacing uses within the area. The proposed 2-story PAC, with approximately 58,500 square feet of building area, would contain approximately 1,200 seats within the main theater located on the ground floor and in balcony seating above. The existing auditorium currently has a capacity of 1,664 seats.

The PAC is anticipated to be used for two community events (non-school related) per year. These special events would occur primarily in the evening. Using the ITE Trip Generation Manual, 10<sup>th</sup> Edition, trip generation estimates of the PAC during evening peak hours were determined. As indicated in Table 3B, a community event at the PAC is estimated to generate 156 trips during the evening peak hour.

The geographic distribution for Proposed PAC non-school related event trips was estimated using the distribution of housing within the community, existing traffic counts and engineering judgement. The generalized trip distribution of these trips include:

- To and From the North: 20%
- To and From the South: 30%
- To and From the East: 20%
- To and From the West: 30%

For this PAC traffic analysis, six study intersections surrounding the Proposed Project site where the effects of non-school related event trips were most likely concentrated were evaluated. These six study intersections are controlled by traffic signals and include the following:

7. Oleander Avenue and Compton Boulevard
8. Oleander Avenue and Alondra Boulevard
10. Acacia Avenue and Compton Boulevard
11. Acacia Avenue and Myrrh Street
12. Acacia Avenue and Alondra Boulevard
13. Willowbrook Avenue (W) & Willowbrook Avenue (E) and Myrrh Street

An evaluation of traffic conditions for a non-school related special community event at the PAC was conducted. The following scenarios were evaluated during the evening peak hours:

- Existing (Year 2017) Conditions - The analysis of existing traffic conditions is intended to provide a basis for evaluating the effects of a non-school related event at the PAC. The existing conditions analysis includes an assessment of streets, traffic volumes, and operating conditions during evening peak hours.
- Existing (Year 2017) plus Performing Art Center Conditions – The traffic expected to be generated by the Proposed PAC is estimated and combined with the Existing (Year 2017) evening peak hour traffic volumes. The impacts of a non-school related event at the PAC on existing evening peak hour traffic operating conditions are then identified.
- Future (Year 2023) Baseline Conditions - Future traffic conditions in the year 2023 without the traffic associated with a non-school related event at the PAC is developed. The objective of this analysis is to project future traffic growth and operating conditions during evening peak hours, which could be expected to result from regional growth, Compton High School at existing capacity, and related projects in the vicinity of the study area by the year 2023
- Future (Year 2023) plus Performing Art Center Conditions – The traffic expected to be generated by a non-school related event at the PAC is estimated and combined with the Future (Year 2023) Baseline traffic forecasts during the evening peak hour. The impacts of a non-school related event at the PAC on the Future (Year 2023 Baseline) traffic operating conditions are then identified.

The Existing (Year 2017), Existing (2017) plus PAC, Future (Year 2023) Base and Future (Year 2023) plus PAC conditions were analyzed utilizing the methodologies and assumptions per the County of Los Angeles traffic study guidelines. The results were then used to assess the potential impact of the proposed project on the local street system.

The traffic impact analysis compares the volume to capacity (V/C) ratios at each study location under the Existing (Year 2017) and Existing (Year 2017) plus non-school related event at the PAC; and Future (Year 2023) Base and Future (Year 2023) plus non-school related event at the PAC projections to determine the incremental difference in V/C ratios caused by a non-school related event to the PAC. These values provide the information needed to assess the potential impact using significance criteria established by the County of Los Angeles and accepted by the City of Compton.

## SIGNIFICANT TRAFFIC IMPACT CRITERIA

The City of Compton uses impact threshold criteria established by and documented in the Los Angeles County Department of Public Works (LACDPW) Traffic Impact Analysis Report Guidelines that determine if a project has a significant traffic impact at a specific signalized intersection. According to the criteria, a project impact is considered significant if the following conditions are met:

<u>Intersection Condition With Project Traffic</u>		<u>Project-Related Increase in V/C Ratio</u>
<u>LOS</u>	<u>V/C Ratio</u>	
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

Using these criteria, for example, a project would not have a significant impact at a signalized intersection if it is operating at LOS C after the addition of project traffic and the incremental change in V/C ratio is less than 0.040. However, if the intersection is operating at a LOS F after the addition of project traffic and the incremental change in V/C ratio is 0.010 or greater, the project would be considered to have a significant impact.

## EXISTING EVENING PEAK HOUR CONDITIONS

The existing evening peak hour peak hour traffic volumes were used in conjunction with the level of service methodology described in the previous section, and the current intersection lane geometric characteristics illustrated in Appendix B, to determine the existing evening peak hour operating conditions at the analyzed intersections.

Table 6 summarizes the results of the intersection levels of service (LOS) analysis for existing evening peak hour conditions at each of the six intersections in the study area. The table indicates the existing V/C ratio during the evening peak hour and the corresponding LOS at the study intersections. As illustrated in the table, all six of the study intersections are currently operating at LOS B or better during the evening peak hour. Capacity calculation worksheets for Existing (Year 2017) evening peak hour conditions are provided in Appendix J of the report.

## **EXISTING (YEAR 2017) PLUS NON-SCHOOL RELATED EVENT AT THE PAC TRAFFIC CONDITIONS**

Utilizing the evening peak hour traffic estimates associated with just a non-school related event at the PAC, traffic forecasts for the Existing (Year 2017) plus PAC conditions were developed. The Existing (Year 2017) traffic volumes were combined with the non-school related event traffic volumes to obtain the Existing (Year 2017) plus non-school related event at the PAC traffic volume forecasts.

The Existing (Year 2017) plus non-school related event at the PAC peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 6 presents the results of the traffic analysis. As indicated in the table, all six of the study intersections are projected to continue to operate at LOS B or better during the evening peak hour. Capacity calculation worksheets for Existing (Year 2017) plus PAC conditions are attached in Appendix J of the report.

## **FUTURE (YEAR 2023) BASELINE TRAFFIC CONDITIONS**

The Future (Year 2023) Base (without a non-school related event at the Performing Arts Center) evening peak hour traffic volumes were analyzed at each of the study intersections to determine the V/C ratio and corresponding level of service. Table 6 also presents the results of the Future (Year 2023) Baseline traffic analysis. As indicated in the table, all six study intersections are projected to operate at LOS C or better during the evening peak hour.

Capacity calculation worksheets for Future (Year 2023) Baseline evening peak hour conditions are attached in Appendix J of the report.



**TABLE 6  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - PERFORMANCE ARTS CENTER (PAC)**

No.	Intersection	Peak Hour	Existing (2017) Conditions		Existing (2017) Plus PAC Conditions		Project Increase in V/C	Significant Project Impact	Future (2023) Conditions		Future (2023) Plus PAC Conditions		Project Increase in V/C	Significant Project Impact
			V/C	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
			7.	Oleander Avenue and Compton Boulevard	PM	0.606			B	0.628	B	0.022		
8.	Oleander Avenue and Alondra Boulevard	PM	0.610	B	0.616	B	0.006	No	0.653	B	0.660	B	0.007	No
10.	Acacia Avenue and Compton Boulevard	PM	0.672	B	0.685	B	0.013	No	0.723	C	0.736	C	0.013	No
11.	Acacia Avenue and Myrrh Street	PM	0.413	A	0.445	A	0.032	No	0.440	A	0.472	A	0.032	No
12.	Acacia Avenue and Alondra Boulevard	PM	0.642	B	0.664	B	0.022	No	0.689	B	0.711	C	0.022	No
13.	Willowbrook Avenue and Myrrh Street	PM	0.445	A	0.448	A	0.003	No	0.473	A	0.477	A	0.004	No

V/C - Volume to Capacity Ratio; LOS - Level of Service

## **FUTURE (YEAR 2023) PLUS A NON-SCHOOL RELATED EVENT AT THE PAC TRAFFIC CONDITIONS**

The Future (Year 2023) Plus a non-school related event at the PAC evening peak hour traffic volumes were analyzed to determine the V/C ratio and corresponding level of service at each of the analyzed intersections. The results of this analysis are also summarized in Table 6. Table 6 indicates that all six study intersections are projected to operate at LOS C or better during the evening peak hour.

Capacity calculation worksheets for Future (Year 2023) Baseline plus Project conditions are attached in Appendix J of the report.

## **PROJECT IMPACTS**

Using the specified significant impact criteria, the traffic impacts at the analysis locations were determined. Table 6 identifies the individual impacts during evening peak hour at each of the analysis locations. It can be observed that a non-school related event at the PAC does not cause significant impacts at any of the analyzed intersections under both Existing (Year 2017) and Future (Year 2023) evening peak hour conditions. Therefore, no project-specific mitigation measures would be required.

## VIII. ALTERNATIVES ANALYSIS

This chapter presents the results of the traffic impact analysis of project alternatives for the Compton High School Reconstruction Project. The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) analyze a range of reasonable alternatives to the Project or to the location of the Project that lessen or avoid significant environmental impacts while substantially attaining the objectives of the Project. Brief descriptions of these alternatives and their analyses are provided in the following sections. Future conditions with and without the alternatives, as well as traffic impacts of the alternatives in comparison to those of the Proposed Project are also presented in this chapter.

Five project alternatives have been analyzed in this study. They include the following:

- Alternative 1 – No Project Alternative
- Alternative 2 – Proposed Project without Acquisition Parcels Alternative
- Alternative 3 – Reduced Sized Campus Project Alternative with Acquisition Parcels
- Alternative 4 – Reduced Project Alternative without Acquisition Parcels
- Alternative 5 – Preservation Alternative

The same trip generation, distribution, traffic assignment, and traffic impact analysis parameters and assumptions as those used for the proposed Project have been utilized in the analysis and evaluation of these alternatives. Detailed LOS worksheets for each of the alternatives are provided in Appendix K.

Trip Generation estimates of each of the alternatives were developed. A summary of these estimates and comparison to those of the Proposed Project is provided in Table 7. Details of the traffic impact analyses for the various alternatives are described in the following section.

**TABLE 7  
ESTIMATED ALTERNATIVES TRIP GENERATION**

	Size (capacity)	Daily	AM Peak Hour		
			IN	OUT	TOTAL
<b>Proposed Project</b>					
Reconstruction of High School	2,500 students	5,075	624	676	1,300
<b>Alternative 1</b>					
No Project Alternative	3,186 students	6,468	795	862	1,657
<b>Alternative 2</b>					
Proposed Project without Acquisition Parcels Alternative	2,500 students	5,075	624	676	1,300
<b>Alternative 3</b>					
Reduced Sized Campus Project Alternative with Acquisition Parcels	2,500 students	5,075	624	676	1,300
<b>Alternative 4</b>					
Reduced Project Alternative without Acquisition Parcels	2,500 students	5,075	624	676	1,300
<b>Alternative 5</b>					
Preservation Alternative	2,500 students	5,075	624	676	1,300

## **ALTERNATIVE 1 – NO PROJECT**

Under the “No Project” alternative, the current campus would continue to operate under existing conditions. The No Project Alternative would only involve maintenance and repairs required to sustain the existing campus, including repair and maintenance of existing structures necessary to maintain compliance with current codes and regulations. The No Project Alternative would not demolish any of the existing buildings, facilities, and athletic fields and construction of new, modern buildings, facilities, and athletic fields with a design that supports a free-flowing campus. The No Project Alternative would not relocate the District’s Facilities Department and Pupil Services/Enrollment center/Special Education classrooms. This Alternative would be able to accommodate a total of 3,186 seats.

The volumes and traffic conditions for this alternative are equivalent to the Future (2023) Baseline conditions scenario as described in Chapter IV. Therefore, this alternative will result in traffic conditions similar to Future (2023) Baseline conditions as detailed in Chapter V. This alternative will not cause significant traffic impacts in comparison to the Proposed Project that would also not result in significant traffic impacts.

## **ALTERNATIVE 2 – PROPOSED PROJECT WITHOUT ACQUISITION PARCELS ALTERNATIVE**

The Proposed Project without Acquisition Parcels Alternative would involve the development of the campus similar to the Proposed Project, although without the acquisition of the ten parcels on the southern border of the campus (two-acre area south of West Cocoa Street). This alternative also would not include the vacation of West Cocoa Street.

As with the Proposed Project, this Alternative would entail the demolition of all existing buildings, facilities, and athletic fields; and the construction of new buildings, facilities, and athletic fields and the relocation of the District’s Facilities Department and Pupil Services/Enrollment center/Special Education classrooms. This Alternative would be able to accommodate a total of 2,500 seats.

The volumes and traffic conditions for this alternative are equivalent to the Future (2023) Baseline Plus Project conditions scenario as described in Chapter IV. Therefore, this alternative will result in traffic conditions similar to those associated with the Future (2023) Baseline Plus Project conditions as detailed in Chapter V. As shown on Table 8, this alternative will result in no intersection traffic impacts similar to those anticipated for the Proposed Project.

### **ALTERNATIVE 3 – REDUCED SIZE CAMPUS PROJECT ALTERNATIVE WITH ACQUISITION PARCELS**

The Reduced Size Campus Project Alternative with Acquisition Parcels would consist of the demolition of all existing uses on the Project site and the reconstruction of the new campus facilities within the same boundaries of the Proposed Project, which includes the additional two acres south of West Cocoa Street. The southwestern portion of the site would include a community park with a basketball court at W. Alondra Boulevard and S. Acacia Avenue, and vacation of Cocoa Street. The reconstruction of the eastern portion of the Project site under this Alternative would include the construction of slightly small campus in terms of total building square footage. This Alternative would be able to accommodate a total of 2,500 seats.

The volumes and traffic conditions for this alternative are equivalent to the Future (2023) Baseline Plus Project conditions scenario as described in Chapter IV. Therefore, this alternative will result in traffic conditions similar to those associated with the Future (2023) Baseline Plus Project conditions as detailed in Chapter V. As shown on Table 9, this alternative will result in no intersection traffic impacts similar to those anticipated for the Proposed Project.

### **ALTERNATIVE 4 – REDUCED PROJECT ALTERNATIVE WITHOUT ACQUISITION PARCELS**

The Reduced Project Alternative without Acquisition Parcels would consist of the demolition of all existing uses on campus boundaries and the reconstruction of the new campus facilities within similar boundaries of the Proposed Project but without the acquisition of the ten parcels on the southern border of the campus (two-acre area south of West Cocoa Street). This alternative also would not include the vacation of West Cocoa Street. This Alternative would be able to accommodate a total of 2,500 seats.

**TABLE 8  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 2: PROPOSED PROJECT WITHOUT ACQUISITION PARCELS ALTERNATIVE**

No.	Intersection	Peak Hour	Existing (2017) Baseline Conditions*		Existing (2017) Baseline Plus Project Conditions**		Project Increase in V/C	Significant Project Impact	Future (2023) Baseline Conditions		Future (2023) Baseline Plus Alternative 2 Conditions		Project Increase in V/C	Significant Project Impact
			AZ	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1.	Central Avenue and Alondra Boulevard	AM	0.764	C	0.758	C	-0.006	No	0.828	D	0.822	D	-0.006	No
2.	Wilmington Avenue and Compton Boulevard	AM	0.748	C	0.735	C	-0.013	No	0.811	D	0.798	C	-0.013	No
3.	Wilmington Avenue and Alondra Boulevard	AM	0.858	D	0.848	D	-0.010	No	0.934	E	0.924	E	-0.010	No
4.	Wilmington Avenue and Caldwell Street	AM	0.810	D	0.806	D	-0.004	No	0.882	D	0.878	D	-0.004	No
5.	Wilmington Avenue and Greenleaf Boulevard	AM	0.788	C	0.785	C	-0.003	No	0.855	D	0.852	D	-0.003	No
6.	Center Avenue and Alondra Boulevard	AM	0.682	B	0.666	B	-0.016	No	0.735	C	0.719	C	-0.016	No
7.	Oleander Avenue and Compton Boulevard	AM	0.734	C	0.686	B	-0.048	No	0.783	C	0.735	C	-0.048	No
8.	Oleander Avenue and Alondra Boulevard	AM	0.678	B	0.656	B	-0.022	No	0.727	C	0.706	C	-0.021	No
9.	Acacia Avenue and Rosecrans Avenue	AM	0.575	A	0.571	A	-0.004	No	0.629	B	0.625	B	-0.004	No
10.	Acacia Avenue and Compton Boulevard	AM	0.765	C	0.737	C	-0.028	No	0.821	D	0.792	C	-0.029	No
11.	Acacia Avenue and Myrrh Street	AM	0.722	C	0.660	B	-0.062	No	0.764	C	0.703	C	-0.061	No
12.	Acacia Avenue and Alondra Boulevard	AM	0.798	C	0.734	C	-0.064	No	0.852	D	0.787	C	-0.065	No
13.	Willowbrook Avenue and Myrrh Street	AM	0.482	A	0.473	A	-0.009	No	0.514	A	0.505	A	-0.009	No
14.	Willowbrook Avenue and Alondra Boulevard	AM	0.696	B	0.690	B	-0.006	No	0.753	C	0.747	C	-0.006	No
15.	Alameda Street and Compton Boulevard	AM	0.694	B	0.688	B	-0.006	No	0.752	C	0.745	C	-0.007	No
16.	Alameda Street and Alondra Boulevard	AM	0.672	B	0.670	B	-0.002	No	0.727	C	0.725	C	-0.002	No
17.	Alameda Street and Greenleaf Boulevard	AM	0.616	B	0.613	B	-0.003	No	0.664	B	0.661	B	-0.003	No
18.	Santa Fe Avenue and Alondra Boulevard	AM	0.754	C	0.753	C	-0.001	No	0.817	D	0.817	D	0.000	No
19.	Long Beach Boulevard and Alondra Boulevard	AM	0.695	B	0.694	B	-0.001	No	0.755	C	0.754	C	-0.001	No

\* Existing traffic volumes include traffic associated with Compton High School at 3,186 seat capacity.

\*\* Proposed Project involves demolishing existing school and reconstructing a new high school with 2,500-seat capacity.

V/C - Volume to Capacity Ratio; LOS - Level of Service

**TABLE 9  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 3: REDUCE SIZED CAMPUS PROPOSED ALTERNATIVE WITH ACQUISITION PARCELS**

No.	Intersection	Peak Hour	Existing (2017) Baseline Conditions*		Existing (2017) Baseline Plus Project Conditions**		Project Increase in V/C	Significant Project Impact	Future (2023) Baseline Conditions		Future (2023) Baseline Plus Alternative 3 Conditions		Project Increase in V/C	Significant Project Impact
			AZ	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1.	Central Avenue and Alondra Boulevard	AM	0.764	C	0.758	C	-0.006	No	0.828	D	0.822	D	-0.006	No
2.	Wilmington Avenue and Compton Boulevard	AM	0.748	C	0.735	C	-0.013	No	0.811	D	0.798	C	-0.013	No
3.	Wilmington Avenue and Alondra Boulevard	AM	0.858	D	0.848	D	-0.010	No	0.934	E	0.924	E	-0.010	No
4.	Wilmington Avenue and Caldwell Street	AM	0.810	D	0.806	D	-0.004	No	0.882	D	0.878	D	-0.004	No
5.	Wilmington Avenue and Greenleaf Boulevard	AM	0.788	C	0.785	C	-0.003	No	0.855	D	0.852	D	-0.003	No
6.	Center Avenue and Alondra Boulevard	AM	0.682	B	0.666	B	-0.016	No	0.735	C	0.719	C	-0.016	No
7.	Oleander Avenue and Compton Boulevard	AM	0.734	C	0.686	B	-0.048	No	0.783	C	0.735	C	-0.048	No
8.	Oleander Avenue and Alondra Boulevard	AM	0.678	B	0.656	B	-0.022	No	0.727	C	0.706	C	-0.021	No
9.	Acacia Avenue and Rosecrans Avenue	AM	0.575	A	0.571	A	-0.004	No	0.629	B	0.625	B	-0.004	No
10.	Acacia Avenue and Compton Boulevard	AM	0.765	C	0.737	C	-0.028	No	0.821	D	0.792	C	-0.029	No
11.	Acacia Avenue and Myrrh Street	AM	0.722	C	0.660	B	-0.062	No	0.764	C	0.703	C	-0.061	No
12.	Acacia Avenue and Alondra Boulevard	AM	0.798	C	0.734	C	-0.064	No	0.852	D	0.787	C	-0.065	No
13.	Willowbrook Avenue and Myrrh Street	AM	0.482	A	0.473	A	-0.009	No	0.514	A	0.505	A	-0.009	No
14.	Willowbrook Avenue and Alondra Boulevard	AM	0.696	B	0.690	B	-0.006	No	0.753	C	0.747	C	-0.006	No
15.	Alameda Street and Compton Boulevard	AM	0.694	B	0.688	B	-0.006	No	0.752	C	0.745	C	-0.007	No
16.	Alameda Street and Alondra Boulevard	AM	0.672	B	0.670	B	-0.002	No	0.727	C	0.725	C	-0.002	No
17.	Alameda Street and Greenleaf Boulevard	AM	0.616	B	0.613	B	-0.003	No	0.664	B	0.661	B	-0.003	No
18.	Santa Fe Avenue and Alondra Boulevard	AM	0.754	C	0.753	C	-0.001	No	0.817	D	0.817	D	0.000	No
19.	Long Beach Boulevard and Alondra Boulevard	AM	0.695	B	0.694	B	-0.001	No	0.755	C	0.754	C	-0.001	No

\* Existing traffic volumes include traffic associated with Compton High School at 3,186 seat capacity.

\*\* Proposed Project involves demolishing existing school and reconstructing a new high school with 2,500-seat capacity.

V/C - Volume to Capacity Ratio; LOS - Level of Service



The volumes and traffic conditions for this alternative are equivalent to the Future (2023) Baseline Plus Project conditions scenario as described in Chapter IV. Therefore, this alternative will result in traffic conditions similar to those associated with the Future (2023) Baseline Plus Project conditions as detailed in Chapter V. As shown on Table 10, this alternative will result in no intersection traffic impacts similar to those anticipated for the Proposed Project.

## **ALTERNATIVE 5 – PRESERVATION ALTERNATIVE**

Under the Preservation Alternative, the demolition of all existing uses on the Project site within the same boundaries of the Proposed Project, with the exception of the existing Administration Building, would still occur. Preservation of various notably historic components of the Administration Building would occur under this Alternative. This Alternative would be able to accommodate a total of 2,500 seats.

The volumes and traffic conditions for this alternative are equivalent to the Future (2023) Baseline Plus Project conditions scenario as described in Chapter IV. Therefore, this alternative will result in traffic conditions similar to those associated with the Future (2023) Baseline Plus Project conditions as detailed in Chapter V. As shown on Table 11, this alternative will result in no intersection traffic impacts similar to those anticipated for the Proposed Project.

**TABLE 10  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 4: REDUCE PROJECT ALTERNATIVE WITHOUT ACQUISITION PARCELS**

No.	Intersection	Peak Hour	Existing (2017) Baseline Conditions*		Existing (2017) Baseline Plus Project Conditions**		Project Increase in V/C	Significant Project Impact	Future (2023) Baseline Conditions		Future (2023) Baseline Plus Alternative 4 Conditions		Project Increase in V/C	Significant Project Impact
			AZ	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1.	Central Avenue and Alondra Boulevard	AM	0.764	C	0.758	C	-0.006	No	0.828	D	0.822	D	-0.006	No
2.	Wilmington Avenue and Compton Boulevard	AM	0.748	C	0.735	C	-0.013	No	0.811	D	0.798	C	-0.013	No
3.	Wilmington Avenue and Alondra Boulevard	AM	0.858	D	0.848	D	-0.010	No	0.934	E	0.924	E	-0.010	No
4.	Wilmington Avenue and Caldwell Street	AM	0.810	D	0.806	D	-0.004	No	0.882	D	0.878	D	-0.004	No
5.	Wilmington Avenue and Greenleaf Boulevard	AM	0.788	C	0.785	C	-0.003	No	0.855	D	0.852	D	-0.003	No
6.	Center Avenue and Alondra Boulevard	AM	0.682	B	0.666	B	-0.016	No	0.735	C	0.719	C	-0.016	No
7.	Oleander Avenue and Compton Boulevard	AM	0.734	C	0.686	B	-0.048	No	0.783	C	0.735	C	-0.048	No
8.	Oleander Avenue and Alondra Boulevard	AM	0.678	B	0.656	B	-0.022	No	0.727	C	0.706	C	-0.021	No
9.	Acacia Avenue and Rosecrans Avenue	AM	0.575	A	0.571	A	-0.004	No	0.629	B	0.625	B	-0.004	No
10.	Acacia Avenue and Compton Boulevard	AM	0.765	C	0.737	C	-0.028	No	0.821	D	0.792	C	-0.029	No
11.	Acacia Avenue and Myrrh Street	AM	0.722	C	0.660	B	-0.062	No	0.764	C	0.703	C	-0.061	No
12.	Acacia Avenue and Alondra Boulevard	AM	0.798	C	0.734	C	-0.064	No	0.852	D	0.787	C	-0.065	No
13.	Willowbrook Avenue and Myrrh Street	AM	0.482	A	0.473	A	-0.009	No	0.514	A	0.505	A	-0.009	No
14.	Willowbrook Avenue and Alondra Boulevard	AM	0.696	B	0.690	B	-0.006	No	0.753	C	0.747	C	-0.006	No
15.	Alameda Street and Compton Boulevard	AM	0.694	B	0.688	B	-0.006	No	0.752	C	0.745	C	-0.007	No
16.	Alameda Street and Alondra Boulevard	AM	0.672	B	0.670	B	-0.002	No	0.727	C	0.725	C	-0.002	No
17.	Alameda Street and Greenleaf Boulevard	AM	0.616	B	0.613	B	-0.003	No	0.664	B	0.661	B	-0.003	No
18.	Santa Fe Avenue and Alondra Boulevard	AM	0.754	C	0.753	C	-0.001	No	0.817	D	0.817	D	0.000	No
19.	Long Beach Boulevard and Alondra Boulevard	AM	0.695	B	0.694	B	-0.001	No	0.755	C	0.754	C	-0.001	No

\* Existing traffic volumes include traffic associated with Compton High School at 3,186 seat capacity.

\*\* Proposed Project involves demolishing existing school and reconstructing a new high school with 2,500-seat capacity.

V/C - Volume to Capacity Ratio; LOS - Level of Service

**TABLE 11  
SUMMARY OF INTERSECTION LEVEL OF SERVICE ANALYSIS - ALTERNATIVE 5: PRESERVATION ALTERNATIVE**

No.	Intersection	Peak Hour	Existing (2017) Baseline Conditions*		Existing (2017) Baseline Plus Project Conditions**		Project Increase in V/C	Significant Project Impact	Future (2023) Baseline Conditions		Future (2023) Baseline Plus Alternative 5 Conditions		Project Increase in V/C	Significant Project Impact
			AZ	LOS	V/C	LOS			V/C	LOS	V/C	LOS		
1.	Central Avenue and Alondra Boulevard	AM	0.764	C	0.758	C	-0.006	No	0.828	D	0.822	D	-0.006	No
2.	Wilmington Avenue and Compton Boulevard	AM	0.748	C	0.735	C	-0.013	No	0.811	D	0.798	C	-0.013	No
3.	Wilmington Avenue and Alondra Boulevard	AM	0.858	D	0.848	D	-0.010	No	0.934	E	0.924	E	-0.010	No
4.	Wilmington Avenue and Caldwell Street	AM	0.810	D	0.806	D	-0.004	No	0.882	D	0.878	D	-0.004	No
5.	Wilmington Avenue and Greenleaf Boulevard	AM	0.788	C	0.785	C	-0.003	No	0.855	D	0.852	D	-0.003	No
6.	Center Avenue and Alondra Boulevard	AM	0.682	B	0.666	B	-0.016	No	0.735	C	0.719	C	-0.016	No
7.	Oleander Avenue and Compton Boulevard	AM	0.734	C	0.686	B	-0.048	No	0.783	C	0.735	C	-0.048	No
8.	Oleander Avenue and Alondra Boulevard	AM	0.678	B	0.656	B	-0.022	No	0.727	C	0.706	C	-0.021	No
9.	Acacia Avenue and Rosecrans Avenue	AM	0.575	A	0.571	A	-0.004	No	0.629	B	0.625	B	-0.004	No
10.	Acacia Avenue and Compton Boulevard	AM	0.765	C	0.737	C	-0.028	No	0.821	D	0.792	C	-0.029	No
11.	Acacia Avenue and Myrrh Street	AM	0.722	C	0.660	B	-0.062	No	0.764	C	0.703	C	-0.061	No
12.	Acacia Avenue and Alondra Boulevard	AM	0.798	C	0.734	C	-0.064	No	0.852	D	0.787	C	-0.065	No
13.	Willowbrook Avenue and Myrrh Street	AM	0.482	A	0.473	A	-0.009	No	0.514	A	0.505	A	-0.009	No
14.	Willowbrook Avenue and Alondra Boulevard	AM	0.696	B	0.690	B	-0.006	No	0.753	C	0.747	C	-0.006	No
15.	Alameda Street and Compton Boulevard	AM	0.694	B	0.688	B	-0.006	No	0.752	C	0.745	C	-0.007	No
16.	Alameda Street and Alondra Boulevard	AM	0.672	B	0.670	B	-0.002	No	0.727	C	0.725	C	-0.002	No
17.	Alameda Street and Greenleaf Boulevard	AM	0.616	B	0.613	B	-0.003	No	0.664	B	0.661	B	-0.003	No
18.	Santa Fe Avenue and Alondra Boulevard	AM	0.754	C	0.753	C	-0.001	No	0.817	D	0.817	D	0.000	No
19.	Long Beach Boulevard and Alondra Boulevard	AM	0.695	B	0.694	B	-0.001	No	0.755	C	0.754	C	-0.001	No

\* Existing traffic volumes include traffic associated with Compton High School at 3,186 seat capacity.

\*\* Proposed Project involves demolishing existing school and reconstructing a new high school with 2,500-seat capacity.

V/C - Volume to Capacity Ratio; LOS - Level of Service

## IX. CONSTRUCTION TRAFFIC IMPACT ANALYSIS

This section presents the construction impacts for the Proposed Project. The construction project traffic evaluation includes estimation of construction traffic volumes, assessment of traffic conditions during construction and identification of construction impacts in relation to conditions with project operations. These construction impacts would be temporary in nature and would not occur after completion of construction. The following sections detail the analysis.

Site preparation and construction of the Proposed Project elements would be undertaken in accordance with all federal, state, and city building codes. Construction would be scheduled in compliance with City of Compton regulations. Daily work would commence no earlier than 7:00 a.m. and cease at approximately 7:00 p.m. on weekdays.

Construction would take approximately 24 months and would occur through a phased development. The phased development is expected to begin in Spring 2021 and be completed by Summer 2023. Construction staging would occur within the boundaries of the Project site.

Demolition of the existing Compton High School facilities would not occur until the campus is vacated and all students and staff relocated to other District schools and facilities. The Compton Unified School District plans to stop accepting 9th grade students to the Compton High School campus starting Fall 2018. These students would be accommodated by other existing District campuses with available capacities. Once the remaining Compton High School students in grades 10 through 12 have graduated, the District would commence construction of the Proposed Project in Summer 2021.

The Proposed Project construction would occur in three phases. No phases of construction would overlap. A description of the phases of construction follows.

- **Phase 1 – Demolition and Clearing:** The first phase of the Proposed Project construction includes removing the existing buildings and surface parking areas. It is anticipated that equipment needs associated with these building construction activities would include haul trucks, concrete saws, excavators, and rubber-tired dozers. On an average, a total of 79 haul trucks and 19 employees per day are anticipated during this phase of construction. Demolition and clearing activity is anticipated to take approximately 3 to 6 months to complete.

- **Phase 2 – Grading and Site Preparation**: The second phase of the Proposed Project construction includes grading the site and preparing the site for construction. It is anticipated that equipment needs associated with these building construction activities would include rubber-tired dozers, tractors, loaders, backhoes, excavators, graders, and scrapers. A total of 5 construction trucks per day are anticipated during all periods of construction. During the peak period of the building construction phase, a work force of 25 construction workers would be necessary. Grading and site preparation activity is anticipated to take approximately 2 to 3 months to complete.
- **Phase 3 – Building Construction**: The third phase of the Proposed Project construction includes building construction. Building construction of the project consists of the sub-grade and above grade building construction. It is anticipated that equipment needs associated with these building construction activities would include a crane, fork-lifts, tractors, loaders, backhoes, welders, cement trucks, water trucks, air compressors, pavers, and rollers. A total of 150 material delivery trucks per day are anticipated during all periods of construction. During the peak period of the building construction phase, a work force of 323 construction workers would be necessary. Building construction is anticipated to take approximately 15 to 18 months to complete.

### **Construction Trip Generation**

Construction traffic includes construction trucks and construction worker trips. Table 12 summarizes the estimated trip generation during each phase of construction. The peak construction activity that would generate the largest number of trips would be the building construction phase (Phase 3).

As indicated in the table, 150 haul trucks (300 round trips per day) are associated with the building construction activity. This would be equivalent to 50 passenger cars per hour trips (passenger car equivalent or PCE: assumes 1 truck trip = 2.0 passenger cars) during the morning peak hour.

The Proposed Project construction would require approximately 323 construction employees during the building construction phase. The Proposed Project is anticipated to require manpower that would generate approximately 450 daily trip ends. Based on the construction hours, it is estimated that the workers trip generation would be 45 trips during the morning peak hour.

**TABLE 12  
ESTIMATED CONSTRUCTION PEAK TRIP GENERATION**

	Number per Day	City Standard Per Ordinance (7:00 AM-7:00 PM)			
		Daily Trips	AM Peak Hour		
			IN	OUT	TOTAL
<b><u>Demolition and Clearing</u></b>					
Haul Trucks	79	316	13	13	26
Construction Workers	19	26	3	0	3
Demolition and Clearing - Trip Generation Total		342	16	13	29
<b><u>Grading and Site Preparation</u></b>					
Construction Trucks	5	20	1	1	2
Construction Workers	25	36	4	0	4
Grading and Site Preparation - Trip Generation Total		56	5	1	6
<b><u>Building Construction</u></b>					
Construction Trucks	150	600	25	25	50
Construction Workers	323	450	45	0	45
Building Construction - Trip Generation Total		1,050	70	25	95

	Daily Trips	AM Peak Hour		
		IN	OUT	TOTAL
Existing Campus - Trip Generation Total [3]	6,468	795	862	1,657
Proposed Project - Trip Generation Total [3]	5,075	624	676	1,300

[1] Construction truck trips have been converted to Passenger Car Equivalents (PCEs) using a factor of 2.0.

[2] Construction worker trips assume a SCAG-model based AVR of 1.44. It is anticipated that the construction work hours would be 7:00 AM to 7:00 PM. During the morning, most of this construction worker traffic would occur before the AM peak hours (7:00-9:00 AM) on weekdays. However, it was conservatively assumed that 10% of the construction worker peak hour traffic would occur during the AM peak hour.

[3] Existing Campus with 3,186 seat capacity. Proposed Project is planned for 2,500 seat capacity.

The overall maximum trip generation during construction was estimated using the components of construction activity described above. The overall maximum trip generation is summarized in Table 12. The construction of the project would result in a maximum total of approximately 95 PCE trips during the morning peak hour. The total trips include both the construction trucks and workers.

Since the peak hour trips generated during project construction is less than the existing campus or post-construction project trip generation (approximately 94% less than existing campus trip generation and 93% less than post-construction project trip generation), the effect of construction traffic on intersection operations would be less than those estimated for the Proposed Project in operation. It is anticipated that all the study intersections would continue to operate in a manner similar to operations under the future with project (operations) conditions. Alondra Boulevard would serve as a truck haul route to and from the Long Beach Freeway (Interstate 710) and Harbor Freeway (Interstate 110). It is worth noting that the effects of construction traffic during the period of construction would be temporary in nature and would not occur after construction activities are completed.

Although no construction-related traffic impacts are anticipated, it is recommended that a construction traffic management plan (TMP) be prepared and coordinated with the City of Compton. This TMP would include, but not be limited to information relative to various construction phases and time frames, potential lane and sidewalk closures, if any, truck haul routes and times, staging details, etc.

## X. SUMMARY OF CONCLUSIONS

This study was undertaken to assess existing traffic conditions, estimate future conditions with and without the Proposed Project, analyze potential traffic impacts, if any, of the Proposed Project, assess required improvements and identify/recommend project mitigation to alleviate the significant traffic impacts, if any, on the transportation system. Raju Associates, Inc. performed this detailed study and the following summarizes the results of the analysis:

- The Proposed Project consisting of the reconstructed campus would have capacity to accommodate a total of 2,500 seats, lower than the current Compton High School capacity of 3,186 seats.
- In the Existing (Year 2017) Baseline conditions, all 19 of the analyzed intersection locations are operating at levels of service (LOS) D or better during the morning peak hour.
- In the Existing (Year 2017) Baseline conditions, all 19 of the analyzed intersection locations are projected to operate at levels of service (LOS) D or better during the morning peak hour.
- In the Existing (Year 2017) Baseline plus Project scenario conditions, the AM peak hour operating conditions would be similar to those for the Existing Baseline conditions (without the Proposed Project). All 19 of the analyzed intersection locations are projected to continue to operate at LOS D or better during the morning peak hour
- The Existing (Year 2017) Baseline plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning peak hour.
- In the Future (Year 2023) Baseline conditions, i.e., future conditions without the implementation of the Proposed Project, 18 of the 19 analyzed intersection locations are projected to continue to operate at LOS D or better during the morning peak hour. The Wilmington Avenue and Alondra Boulevard intersection is projected to operate at LOS E during the morning peak hour.
- In the Future (Year 2023) Baseline plus Project conditions, the AM peak hour operating conditions would be similar to those projected for the Future (Year 2023) Baseline conditions. Traffic generated by the Proposed Project would not change the intersection levels of service from future baseline conditions.
- The Future (Year 2023) Baseline plus Project traffic conditions indicate that the Proposed Project would not cause significant traffic impacts at any of the analysis locations during the weekday morning peak hour.



- Analysis of a non-school related event at the PAC was conducted. The analysis indicates that a non-school related event at the PAC does not cause significant traffic impacts at any of the analyzed intersections under both Existing (Year 2017) and Future (Year 2023) during evening peak hour conditions. Therefore, no project-specific mitigation measures would be required.
- Alternatives 1 through 5 will not cause significant traffic impacts during the weekday morning peak hour in comparison to the Proposed Project that would also not result in significant traffic impacts during the weekday morning peak hour.
- The Proposed Project would add less than 50 trips to the nearest Congestion Management Program (CMP) arterial monitoring locations and would add less than 150 trips in either direction to the nearest CMP mainline freeway monitoring locations during the weekday morning peak hour. Per CMP guidelines, no further CMP analysis is required.

Summarizing, the Proposed Project would not cause significant impacts at any of the analyzed intersections. Therefore, no project-specific mitigation measures would be required.

## **APPENDIX A**

**Technical Memorandum to City of Compton**

## TECHNICAL MEMORANDUM

**TO:** Hien Nguyen, Assistant City Engineer  
City of Compton

**FROM:** Srinath Raju, P.E.  
Bruce Chow

**SUBJECT:** Traffic Study Assumptions, Parameters and Analysis Methodology  
Compton High School Reconstruction Project

**DATE:** November 9, 2017

**REF:** RA 538

---

This memorandum summarizes the assumptions and methodology that would be utilized in the traffic study for the Compton High School Reconstruction Project located in the City of Compton, California. This memo has been prepared to document and coordinate the study's assumptions, parameters, and analysis methodology.

- The study will include AM peak hour analysis for the following scenarios:
  - Existing (2017) Conditions
  - Cumulative (2023) Base Conditions: This scenario includes traffic associated with existing + cumulative/related projects + ambient growth (from L.A. County CMP) to project opening year
  - Cumulative (2023) Plus Project Conditions
  - Cumulative (2023) Plus Project with Mitigation Measures, if needed
- Based on our preliminary evaluation, the following study analysis locations (intersections) will be included in the study:
  1. Central Avenue and Alondra Boulevard
  2. Wilmington Avenue and Compton Boulevard
  3. Wilmington Avenue and Alondra Boulevard
  4. Wilmington Avenue and Caldwell Street
  5. Wilmington Avenue and Greenleaf Boulevard
  6. Center Avenue and Alondra Boulevard
  7. Oleander Avenue and Alondra Boulevard
  8. Acacia Avenue and Rosecrans Avenue
  9. Acacia Avenue and Compton Boulevard
  10. Acacia Avenue and Myrrh Street
  11. Acacia Avenue and Alondra Boulevard
  12. Willowbrook Avenue and Myrrh Street
  13. Willowbrook Avenue and Alondra Boulevard
  14. Alameda Street and Compton Boulevard
  15. Alameda Street and Alondra Boulevard
  16. Alameda Street and Greenleaf Boulevard
  17. Santa Fe Avenue and Alondra Boulevard
  18. Long Beach Boulevard and Alondra Boulevard

Peak hour traffic volume counts will be collected at these locations during a typical weekday from 7:00-9:00 a.m.

Figure 1 shows the study intersections.

- The Proposed Project consists of reconstruction of the Compton High School. The current capacity of the high school is 2,825 students. The proposed future capacity of the high school will be 2,500 students
- The Proposed Project trip generation using ITE Trip Generation Manual, 10th Edition results in the following:

	Size	Daily	AM Peak Hour		
			IN	OUT	TOTAL
<b>Existing School</b>					
High School	2,825 students	5,735	705	764	1,469
<b>Proposed Project</b>					
High School	2,500 students	5,075	624	676	1,300
<b>Trip Rates [1]</b>					
High School (ITE Land Use 530)	Trips per student	2.03	48%	52%	0.52

[1] Trip generation rates from Trip Generation Manual, 10th Edition, ITE 2017, unless noted otherwise.

- The generalized regional trip distribution for Project trips will be based on existing travel patterns in the vicinity of the study area and the geographic distribution of the population served by the school (school boundary).
- The Intersection Capacity Utilization (ICU) method of intersection analysis, based on the Los Angeles County traffic impact study guidelines and accepted by the City of Compton, will be used to determine the intersection volume to capacity (V/C) ratio and corresponding level of service at each of the signalized intersections. A capacity of 1,600 vehicles per lane per hour and 2,880 for dual turn lanes was utilized in the capacity calculations in accordance with the guidelines.
- Per the Los Angeles County Congestion Management Program (CMP), the traffic in the vicinity of the study area has been estimated to increase at a rate of approximately 1.46% per year. Future increases in background traffic volumes due to regional growth and development are expected to continue at this rate.
- Related projects effects – known background related projects would be requested and obtained from the City of Compton. The trips generated by these projects will be assigned to the street system.

- Significant impact criteria per Los Angeles County traffic impact study guidelines and accepted by the City of Compton will be used in the study. An intersection impact is significant if the following conditions are met:

<u>Intersection Condition With Project Traffic</u>		<u>Project-Related Increase in V/C Ratio</u>
<u>LOS</u>	<u>V/C Ratio</u>	
C	0.701 – 0.800	equal to or greater than 0.040
D	0.801 – 0.900	equal to or greater than 0.020
E, F	> 0.900	equal to or greater than 0.010

We would greatly appreciate any comments relative to these elements as soon as possible. If you have any questions or comments, as always, please call us at 626-792-2700.



4

FIGURE 1  
COMPTON HIGH SCHOOL PROJECT - LOCATION OF STUDY INTERSECTIONS

**APPENDIX B**  
**Intersection Lane Configurations**







APPENDIX B-2  
INTERSECTION LANE CONFIGURATIONS

## **APPENDIX C**

### **Traffic Counts**

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

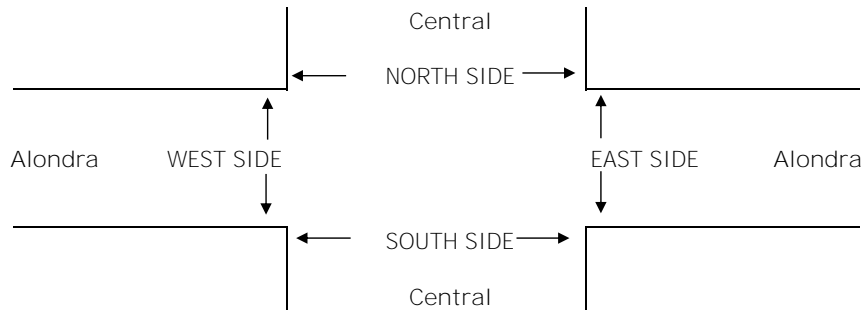
**LOCATION:** Compton  
**NORTH & SOUTH:** Central  
**EAST & WEST:** Alondra

**PROJECT #:** SC1540  
**LOCATION #:** 1  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Central			Central			Alondra			Alondra			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	0	1	2	0	1	3	0	

AM	7:00 AM	30	108	9	18	138	14	11	50	21	16	152	32	599
	7:15 AM	28	93	17	37	169	28	20	57	23	21	189	41	723
	7:30 AM	39	150	12	37	222	35	16	65	26	23	204	48	877
	7:45 AM	32	142	15	45	239	38	29	115	37	23	163	63	941
	8:00 AM	38	131	28	43	173	34	12	98	24	34	161	60	836
	8:15 AM	33	118	30	40	146	22	24	57	14	32	138	33	687
	8:30 AM	28	99	16	21	125	28	13	75	23	22	108	42	600
	8:45 AM	25	101	11	23	115	9	17	36	17	18	80	36	488
	VOLUMES	253	942	138	264	1,327	208	142	553	185	189	1,195	355	5,751
	APPROACH %	19%	71%	10%	15%	74%	12%	16%	63%	21%	11%	69%	20%	
APP/DEPART	1,333	/	1,439	1,799	/	1,710	880	/	958	1,739	/	1,644	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	137	516	72	162	803	135	77	335	110	101	717	212	3,377	
APPROACH %	19%	71%	10%	15%	73%	12%	15%	64%	21%	10%	70%	21%		
PEAK HR FACTOR	0.902			0.854			0.721			0.936			0.897	
APP/DEPART	725	/	805	1,100	/	1,019	522	/	571	1,030	/	982	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

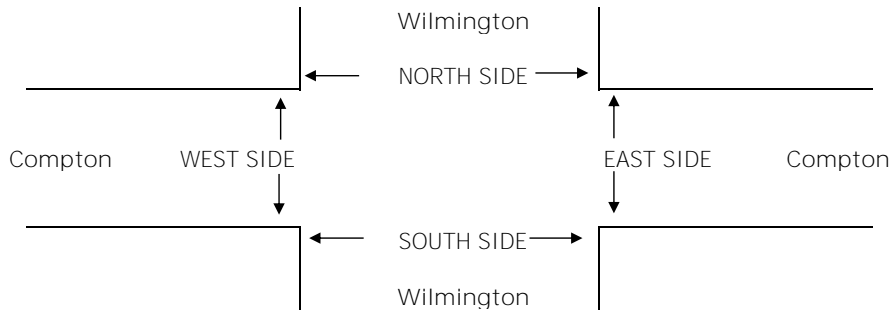
**LOCATION:** Compton  
**NORTH & SOUTH:** Wilmington  
**EAST & WEST:** Compton

**PROJECT #:** SC1540  
**LOCATION #:** 2  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Wilmington			Wilmington			Compton			Compton			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	1	1	2	0	1	2	0	1	2	1	

AM	7:00 AM	19	94	18	18	133	28	12	76	20	18	146	18	600
	7:15 AM	27	87	13	34	170	18	12	91	23	28	158	21	682
	7:30 AM	28	141	30	31	188	38	24	108	44	34	169	35	870
	7:45 AM	24	128	39	46	198	35	25	146	24	45	182	27	919
	8:00 AM	21	108	34	49	170	34	23	163	37	36	174	41	890
	8:15 AM	19	100	37	37	156	20	11	98	29	41	138	38	724
	8:30 AM	26	82	34	35	109	26	9	118	18	22	125	31	635
	8:45 AM	19	95	44	25	112	21	11	81	13	32	111	28	592
	VOLUMES	183	835	249	275	1,236	220	127	881	208	256	1,203	239	5,912
	APPROACH %	14%	66%	20%	16%	71%	13%	10%	72%	17%	15%	71%	14%	
APP/DEPART	1,267	/	1,201	1,731	/	1,701	1,216	/	1,405	1,698	/	1,605	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	92	477	140	163	712	127	83	515	134	156	663	141	3,403	
APPROACH %	13%	67%	20%	16%	71%	13%	11%	70%	18%	16%	69%	15%		
PEAK HR FACTOR	0.891			0.898			0.821			0.945			0.926	
APP/DEPART	709	/	701	1,002	/	1,003	732	/	818	960	/	881	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

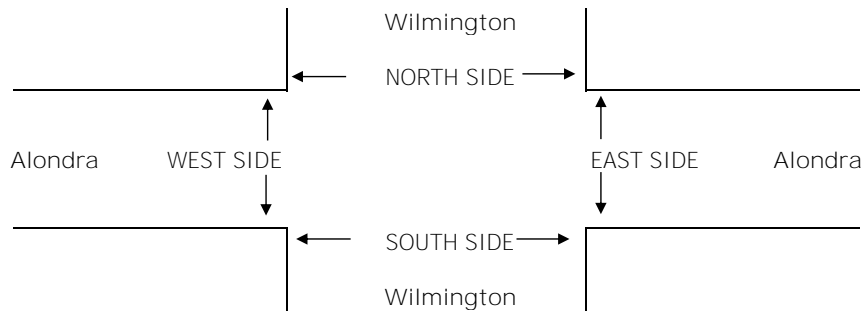
**LOCATION:**  
NORTH & SOUTH: **Compton  
Wilmington**  
EAST & WEST: **Alondra**

**PROJECT #:** SC1540  
**LOCATION #:** 3  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Wilmington			Wilmington			Alondra			Alondra			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	2	0	1	2	0	1	2	0	1	2	0	

AM	7:00 AM	12	75	21	18	166	12	13	67	12	20	183	16	615
	7:15 AM	11	76	15	26	205	12	13	86	22	29	209	36	740
	7:30 AM	22	109	23	31	228	23	25	94	26	25	218	40	864
	7:45 AM	28	114	29	56	241	33	26	135	22	47	200	50	981
	8:00 AM	21	123	35	43	193	47	32	124	33	35	222	45	953
	8:15 AM	23	95	30	18	168	23	30	84	19	33	144	30	697
	8:30 AM	25	97	32	17	102	12	15	86	22	22	146	29	605
	8:45 AM	12	87	23	18	133	12	15	62	17	17	121	25	542
	VOLUMES	154	776	208	227	1,436	174	169	738	173	228	1,443	271	5,997
	APPROACH %	14%	68%	18%	12%	78%	9%	16%	68%	16%	12%	74%	14%	
	APP/DEPART	1,138	/	1,215	1,837	/	1,835	1,080	/	1,174	1,942	/	1,773	0
	BEGIN PEAK HR	7:15 AM												
VOLUMES	82	422	102	156	867	115	96	439	103	136	849	171	3,538	
APPROACH %	14%	70%	17%	14%	76%	10%	15%	69%	16%	12%	73%	15%		
PEAK HR FACTOR	0.846			0.862			0.844			0.957			0.902	
APP/DEPART	606	/	690	1,138	/	1,105	638	/	697	1,156	/	1,046	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

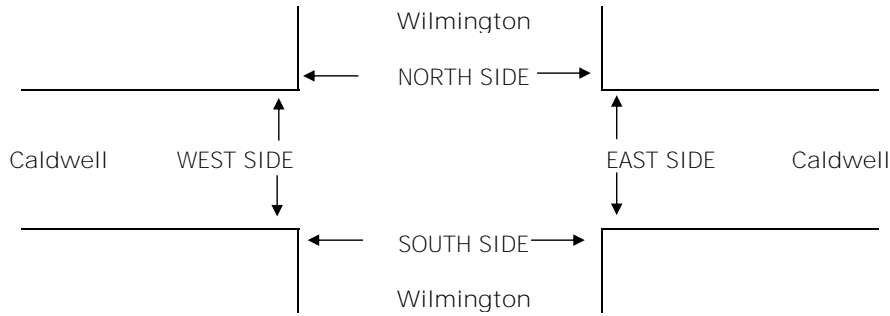
Compton  
Wilmington  
Caldwell

**PROJECT #:** SC1540  
**LOCATION #:** 4  
**CONTROL:** SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W	S	E ▶
	OTHER			
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Wilmington			Wilmington			Caldwell			Caldwell			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	

AM	7:00 AM	10	84	5	1	185	3	18	2	19	7	3	4	341
	7:15 AM	6	104	5	1	263	7	12	4	22	10	2	1	437
	7:30 AM	4	126	3	4	277	1	25	7	18	11	8	3	487
	7:45 AM	14	153	6	10	280	10	32	11	26	17	13	8	580
	8:00 AM	12	114	2	4	230	10	34	9	20	9	11	1	456
	8:15 AM	4	111	4	3	184	7	12	3	17	9	4	4	362
	8:30 AM	5	140	4	0	147	5	3	3	13	3	2	4	329
	8:45 AM	8	107	3	1	147	6	9	4	14	6	3	4	312
	VOLUMES	63	939	32	24	1,713	49	145	43	149	72	46	29	3,304
	APPROACH %	6%	91%	3%	1%	96%	3%	43%	13%	44%	49%	31%	20%	
	APP/DEPART	1,034	/	1,113	1,786	/	1,934	337	/	99	147	/	158	0
	BEGIN PEAK HR	7:15 AM												
VOLUMES	36	497	16	19	1,050	28	103	31	86	47	34	13	1,960	
APPROACH %	7%	91%	3%	2%	96%	3%	47%	14%	39%	50%	36%	14%		
PEAK HR FACTOR	0.793			0.914			0.797			0.618			0.845	
APP/DEPART	549	/	613	1,097	/	1,183	220	/	66	94	/	98	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

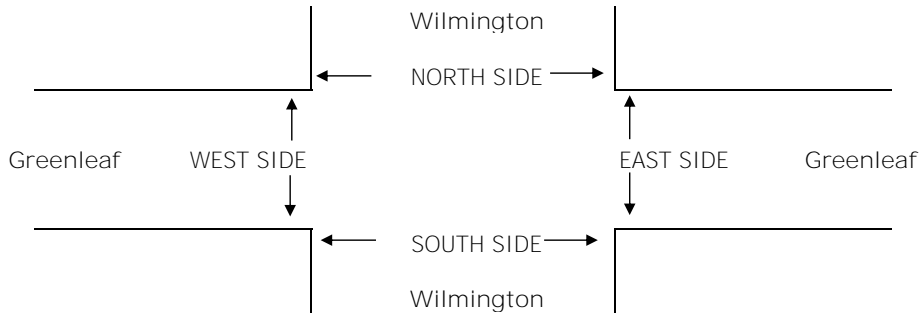
Compton  
Wilmington  
Greenleaf

**PROJECT #:** SC1540  
**LOCATION #:** 5  
**CONTROL:** SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W	S	E ▶
	OTHER			
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Wilmington			Wilmington			Greenleaf			Greenleaf			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	1	1	2	0	1	1	0	1	1	0	

AM	7:00 AM	5	83	15	26	212	4	4	36	16	56	73	15	545
	7:15 AM	5	102	26	21	256	8	3	30	22	59	76	9	617
	7:30 AM	7	109	18	24	272	12	11	60	15	52	93	20	693
	7:45 AM	8	111	26	35	277	7	11	77	16	83	120	23	794
	8:00 AM	7	118	15	37	216	8	8	49	13	61	92	19	643
	8:15 AM	9	91	25	24	181	15	4	30	10	44	76	13	522
	8:30 AM	14	125	29	22	134	7	7	40	6	42	57	23	506
	8:45 AM	5	82	16	30	130	3	2	39	14	39	53	25	438
	VOLUMES	60	821	170	219	1,678	64	50	361	112	436	640	147	4,758
	APPROACH %	6%	78%	16%	11%	86%	3%	10%	69%	21%	36%	52%	12%	
	APP/DEPART	1,051	/	1,018	1,961	/	2,226	523	/	750	1,223	/	764	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	27	440	85	117	1,021	35	33	216	66	255	381	71	2,747
APPROACH %	5%	80%	15%	10%	87%	3%	10%	69%	21%	36%	54%	10%		
PEAK HR FACTOR	0.952			0.919			0.757			0.782			0.865	
APP/DEPART	552	/	544	1,173	/	1,342	315	/	418	707	/	443	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

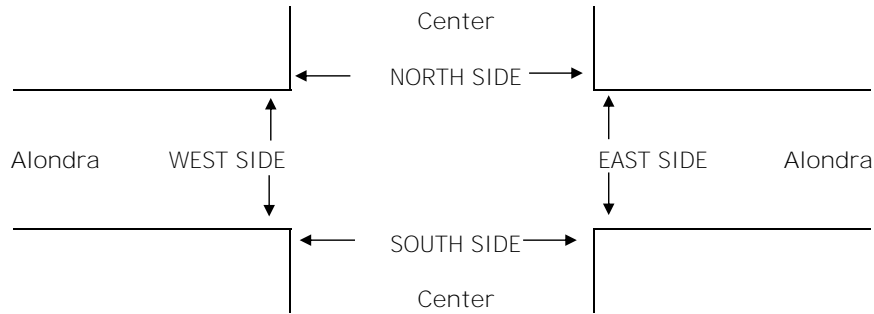
**LOCATION:**  
NORTH & SOUTH: **Compton Center**  
EAST & WEST: **Alondra**

**PROJECT #:** SC1540  
**LOCATION #:** 6  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Center			Center			Alondra			Alondra			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	1	0	1	2	0	1	2	0	

AM	7:00 AM	1	0	5	21	1	23	6	104	3	8	207	9	388		
	7:15 AM	5	1	11	23	8	21	3	129	2	3	266	9	481		
	7:30 AM	4	5	5	42	10	22	9	146	4	10	253	13	523		
	7:45 AM	6	9	10	41	13	34	11	202	7	14	268	16	631		
	8:00 AM	5	4	6	22	4	22	19	180	11	20	262	17	572		
	8:15 AM	3	1	5	19	1	14	16	126	5	9	182	23	404		
	8:30 AM	2	2	4	16	3	11	6	128	4	7	172	25	380		
	8:45 AM	5	1	3	19	6	11	10	90	2	6	150	14	317		
	VOLUMES	31	23	49	203	46	158	80	1,105	38	77	1,760	126	3,696		
	APPROACH %	30%	22%	48%	50%	11%	39%	7%	90%	3%	4%	90%	6%			
	APP/DEPART	103	/	229	407	/	161	1,223	/	1,357	1,963	/	1,949	0		
	BEGIN PEAK HR	7:15 AM														
	VOLUMES	20	19	32	128	35	99	42	657	24	47	1,049	55	2,207		
	APPROACH %	28%	27%	45%	49%	13%	38%	6%	91%	3%	4%	91%	5%			
PEAK HR FACTOR	0.710			0.744						0.822			0.962			0.874
APP/DEPART	71	/	116	262	/	106	723	/	817	1,151	/	1,168	0			





# INTERSECTION TURNING MOVEMENT COUNTS

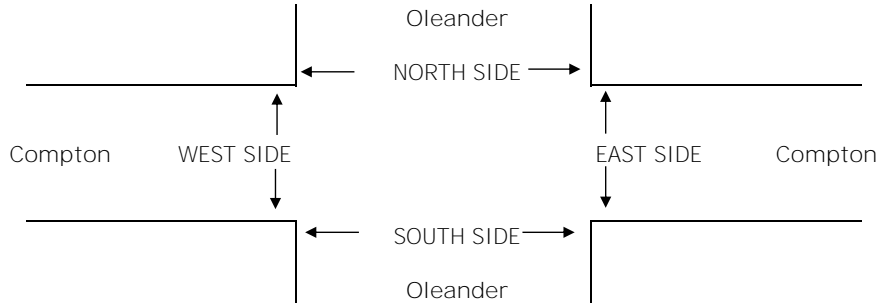
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Dec 12, 17	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Compton Oleander Compton	<b>PROJECT #:</b> SC1567 <b>LOCATION #:</b> 19 <b>CONTROL:</b> SIGNAL
---------------------------------	--	--------------------------------	---

NOTES:	AM	PM	MD	OTHER	OTHER	▲ N	◀ W	E ▶	S ▼
--------	----	----	----	-------	-------	--------	-----	-----	--------

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Oleander			Oleander			Compton			Compton			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

AM	7:00 AM	12	5	9	9	7	3	4	126	17	12	159	2	365
	7:15 AM	16	5	12	9	9	6	2	142	13	6	171	5	396
	7:30 AM	26	10	13	14	12	3	7	175	34	19	206	2	521
	7:45 AM	33	23	23	10	36	2	4	202	69	17	208	4	631
	8:00 AM	41	25	19	12	26	2	5	216	64	16	182	6	614
	8:15 AM	17	9	14	14	11	2	5	177	27	11	151	9	447
	8:30 AM	16	3	18	8	4	6	2	146	17	13	143	7	383
	8:45 AM	17	7	9	7	8	6	6	136	13	9	146	4	368
	VOLUMES	178	87	117	83	113	30	35	1,320	254	103	1,366	39	3,725
	APPROACH %	47%	23%	31%	37%	50%	13%	2%	82%	16%	7%	91%	3%	
APP/DEPART	382	/	160	226	/	470	1,609	/	1,520	1,508	/	1,575	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	117	67	69	50	85	9	21	770	194	63	747	21	2,213	
APPROACH %	46%	26%	27%	35%	59%	6%	2%	78%	20%	8%	90%	3%		
PEAK HR FACTOR	0.744			0.750			0.864			0.907			0.877	
APP/DEPART	253	/	108	144	/	342	985	/	889	831	/	874	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

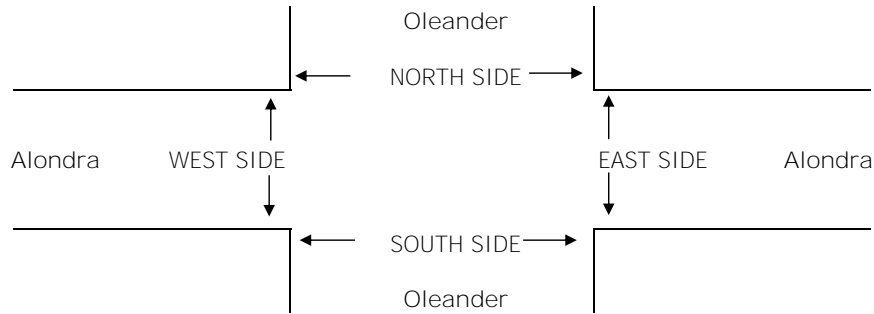
**LOCATION:**  
NORTH & SOUTH: **Compton**  
EAST & WEST: **Oleander**  
**Alondra**

**PROJECT #:** SC1540  
**LOCATION #:** 7  
**CONTROL:** SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W	S	E ▶
	OTHER			
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Oleander			Oleander			Alondra			Alondra			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	

AM	7:00 AM	11	3	12	0	0	7	9	113	6	11	198	3	373
	7:15 AM	13	2	16	0	3	15	15	141	6	11	254	0	476
	7:30 AM	14	6	31	2	12	30	31	141	12	15	244	0	538
	7:45 AM	21	25	33	4	17	49	45	174	17	29	230	2	646
	8:00 AM	14	17	35	0	16	41	26	192	12	13	236	3	605
	8:15 AM	11	2	14	0	2	10	8	147	3	10	191	2	400
	8:30 AM	9	2	14	0	4	6	8	121	4	10	193	0	371
	8:45 AM	5	0	7	1	1	8	7	116	5	12	155	0	317
	VOLUMES	98	57	162	7	55	166	149	1,145	65	111	1,701	10	3,726
	APPROACH %	31%	18%	51%	3%	24%	73%	11%	84%	5%	6%	93%	1%	
	APP/DEPART	317	/	216	228	/	231	1,359	/	1,314	1,822	/	1,965	0
	BEGIN PEAK HR	7:15 AM												
VOLUMES	62	50	115	6	48	135	117	648	47	68	964	5	2,265	
APPROACH %	27%	22%	51%	3%	25%	71%	14%	80%	6%	7%	93%	0%		
PEAK HR FACTOR	0.718			0.675			0.860			0.978			0.877	
APP/DEPART	227	/	172	189	/	163	812	/	769	1,037	/	1,161	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

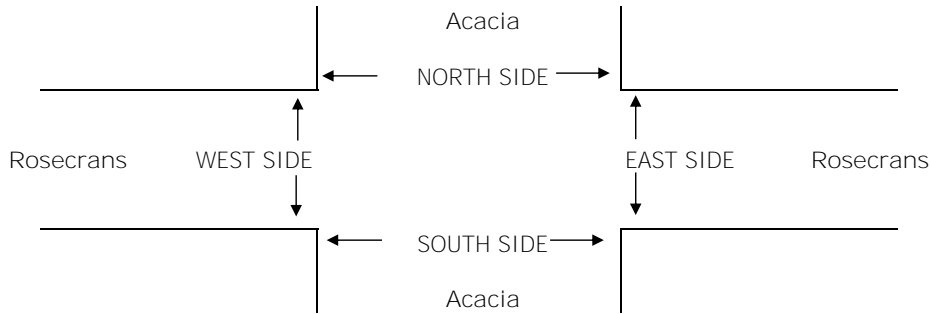
Compton  
Acacia  
Rosecrans

**PROJECT #:** SC1540  
**LOCATION #:** 8  
**CONTROL:** SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W	S	E ▶
	OTHER			
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Acacia			Acacia			Rosecrans			Rosecrans			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	0	0	0	2	0	1	2	0	

													TOTAL		
	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	VOLUMES	APPROACH %	APP/DEPART	BEGIN PEAK HR		VOLUMES	APPROACH %
AM	7	0	9	0	0	0	0	0	187	5	4	241	0	453	
	14	0	12	0	0	0	0	0	202	7	10	288	0	533	
	20	0	22	0	0	0	0	0	222	15	17	299	0	595	
	29	0	21	0	0	0	0	0	269	28	13	298	0	658	
	33	0	18	0	0	0	0	0	221	14	17	273	0	576	
	14	0	12	0	0	0	0	0	152	9	14	251	0	452	
	7	0	12	0	0	1	0	0	189	3	10	282	0	504	
	8	0	11	0	0	0	0	0	159	5	8	232	0	423	
	VOLUMES	132	0	117	0	0	1	0	1,601	86	93	2,164	0	4,194	
	APPROACH %	53%	0%	47%	0%	0%	100%	0%	95%	5%	4%	96%	0%		
APP/DEPART	249	/	0	1	/	177	1,687	/	1,720	2,257	/	2,297	0		
BEGIN PEAK HR	7:15 AM														
VOLUMES	96	0	73	0	0	0	0	914	64	57	1,158	0	2,362		
APPROACH %	57%	0%	43%	0%	0%	0%	0%	93%	7%	5%	95%	0%			
PEAK HR FACTOR	0.828			0.000			0.823			0.961			0.897		
APP/DEPART	169	/	0	0	/	121	978	/	987	1,215	/	1,254	0		



# INTERSECTION TURNING MOVEMENT COUNTS

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**DATE:**  
Tue, Nov 14, 17

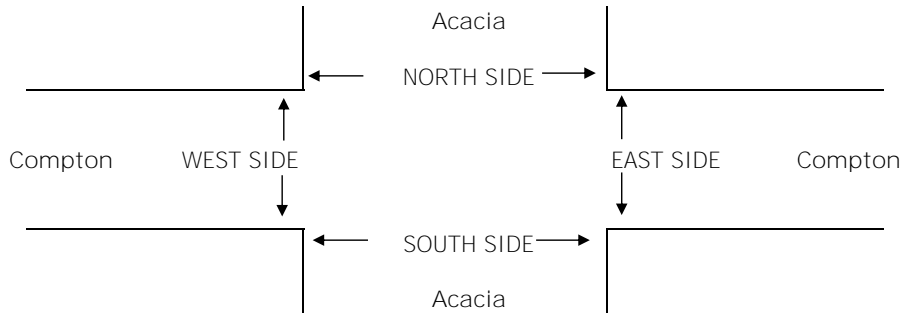
**LOCATION:**  
NORTH & SOUTH: **Compton**  
Acacia  
EAST & WEST: **Compton**

**PROJECT #:** SC1540  
**LOCATION #:** 9  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	
	OTHER			

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Acacia			Acacia			Compton			Compton			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	

AM	7:00 AM	19	6	6	5	13	4	5	109	15	19	139	9	349
	7:15 AM	25	11	14	8	16	7	1	157	36	21	165	5	466
	7:30 AM	30	21	10	9	41	7	1	146	41	43	179	5	533
	7:45 AM	38	39	37	11	51	8	2	149	63	50	175	8	631
	8:00 AM	40	45	24	14	40	7	8	178	60	41	195	11	663
	8:15 AM	31	15	28	5	22	5	4	147	54	55	143	10	519
	8:30 AM	24	7	26	10	6	5	6	137	40	48	155	9	473
	8:45 AM	25	6	13	13	7	5	2	121	31	46	132	8	409
	VOLUMES	232	150	158	75	196	48	29	1,144	340	323	1,283	65	4,043
	APPROACH %	43%	28%	29%	24%	61%	15%	2%	76%	22%	19%	77%	4%	
	APP/DEPART	540	/	244	319	/	857	1,513	/	1,379	1,671	/	1,563	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	139	120	99	39	154	27	15	620	218	189	692	34	2,346
APPROACH %	39%	34%	28%	18%	70%	12%	2%	73%	26%	21%	76%	4%		
PEAK HR FACTOR	0.785			0.786			0.867			0.926			0.885	
APP/DEPART	358	/	169	220	/	559	853	/	760	915	/	858	0	



# INTERSECTION TURNING MOVEMENT COUNTS

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**DATE:**  
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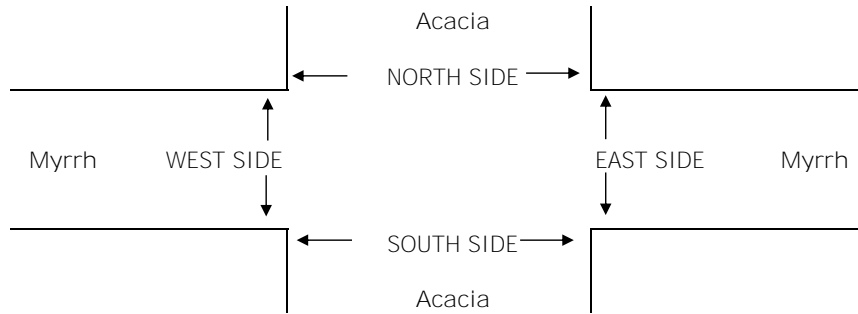
**LOCATION:**  
NORTH & SOUTH: **Compton**  
EAST & WEST: **Acacia**  
**Myrrh**

**PROJECT #:** SC1540  
**LOCATION #:** 10  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	
	OTHER			

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Acacia			Acacia			Myrrh			Myrrh			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	1	0	1	1	1	0	1	0	1	2	1	

AM	7:00 AM	9	16	10	12	17	5	0	14	10	8	13	25	139
	7:15 AM	10	28	24	25	30	3	4	16	13	10	12	32	207
	7:30 AM	9	41	13	32	53	14	4	21	28	16	20	58	309
	7:45 AM	15	55	23	30	74	33	31	23	41	24	40	69	458
	8:00 AM	30	45	10	24	58	19	40	33	37	15	25	67	403
	8:15 AM	21	49	14	24	36	14	5	15	23	15	12	58	286
	8:30 AM	11	36	11	16	20	14	1	14	11	7	7	49	197
	8:45 AM	9	33	12	16	20	11	3	10	10	9	11	47	191
	VOLUMES	114	303	117	179	308	113	88	146	173	104	140	405	2,190
	APPROACH %	21%	57%	22%	30%	51%	19%	22%	36%	43%	16%	22%	62%	
	APP/DEPART	534	/	796	600	/	584	407	/	443	649	/	367	0
	BEGIN PEAK HR	7:30 AM												
VOLUMES	75	190	60	110	221	80	80	92	129	70	97	252	1,456	
APPROACH %	23%	58%	18%	27%	54%	19%	27%	31%	43%	17%	23%	60%		
PEAK HR FACTOR	0.874			0.750			0.684			0.788			0.795	
APP/DEPART	325	/	522	411	/	420	301	/	262	419	/	252	0	



# INTERSECTION TURNING MOVEMENT COUNTS

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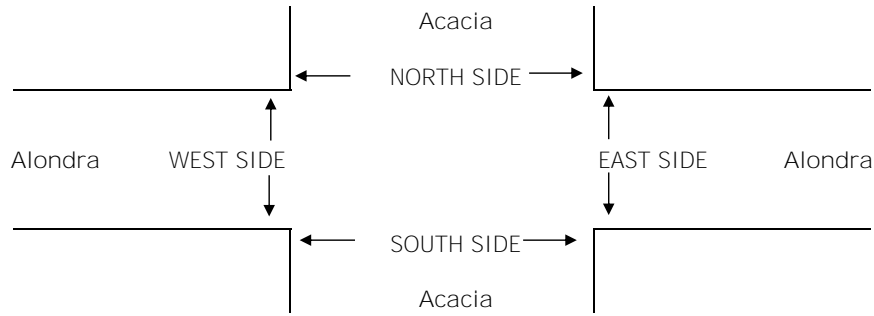
**LOCATION:**  
NORTH & SOUTH: **Compton**  
EAST & WEST: **Acacia**  
**Alondra**

**PROJECT #:** SC1540  
**LOCATION #:** 11  
**CONTROL:** SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Acacia			Acacia			Alondra			Alondra			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	

AM	7:00 AM	6	4	8	12	0	25	16	108	1	2	182	9	373
	7:15 AM	8	6	13	11	1	23	37	126	0	5	227	14	471
	7:30 AM	11	6	16	13	9	40	28	136	5	16	225	27	532
	7:45 AM	7	13	16	25	7	58	53	153	9	11	204	31	587
	8:00 AM	3	7	12	34	9	49	48	159	12	12	193	25	563
	8:15 AM	6	7	8	14	6	25	37	117	9	15	183	12	439
	8:30 AM	5	4	13	7	3	28	34	96	8	11	172	12	393
	8:45 AM	4	6	4	7	3	11	29	96	4	2	137	16	319
	VOLUMES	50	53	90	123	38	259	282	991	48	74	1,523	146	3,677
	APPROACH %	26%	27%	47%	29%	9%	62%	21%	75%	4%	4%	87%	8%	
	APP/DEPART	193	/	482	420	/	160	1,321	/	1,203	1,743	/	1,832	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	29	32	57	83	26	170	166	574	26	44	849	97	2,153
APPROACH %	25%	27%	48%	30%	9%	61%	22%	75%	3%	4%	86%	10%		
PEAK HR FACTOR	0.819			0.758			0.874			0.924			0.917	
APP/DEPART	118	/	295	279	/	96	766	/	714	990	/	1,048	0	



# INTERSECTION TURNING MOVEMENT COUNTS

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**DATE:**  
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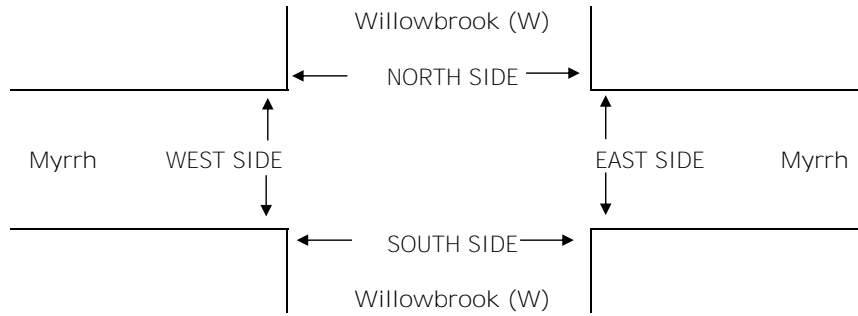
**LOCATION:**  
NORTH & SOUTH: **Compton**  
EAST & WEST: **Willowbrook (W) Myrrh**

**PROJECT #:** SC1540  
**LOCATION #:** 12a  
**CONTROL:** SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND <small>Willowbrook (W)</small>			SOUTHBOUND <small>Willowbrook (W)</small>			EASTBOUND <small>Myrrh</small>			WESTBOUND <small>Myrrh</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	1	0	1	2	1	0	2	0	

AM	7:00 AM	1	12	5	4	16	9	1	25	2	7	55	7	144
	7:15 AM	6	21	5	8	14	17	2	33	4	2	73	10	195
	7:30 AM	9	25	8	9	27	26	3	45	7	12	90	9	270
	7:45 AM	11	27	11	8	40	33	7	53	10	13	100	21	334
	8:00 AM	8	29	11	7	30	27	5	57	4	20	86	14	298
	8:15 AM	4	23	12	10	23	18	2	41	8	8	73	13	235
	8:30 AM	2	11	1	8	24	10	2	29	4	13	48	9	161
	8:45 AM	6	15	4	13	15	7	4	28	2	7	65	12	178
	VOLUMES	47	163	57	67	189	147	26	311	41	82	590	95	1,815
	APPROACH %	18%	61%	21%	17%	47%	36%	7%	82%	11%	11%	77%	12%	
	APP/DEPART	267	/	283	403	/	312	378	/	435	767	/	785	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	32	104	42	34	120	104	17	196	29	53	349	57	1,137
	APPROACH %	18%	58%	24%	13%	47%	40%	7%	81%	12%	12%	76%	12%	
PEAK HR FACTOR	0.908			0.796			0.864			0.856			0.851	
APP/DEPART	178	/	178	258	/	202	242	/	272	459	/	485	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

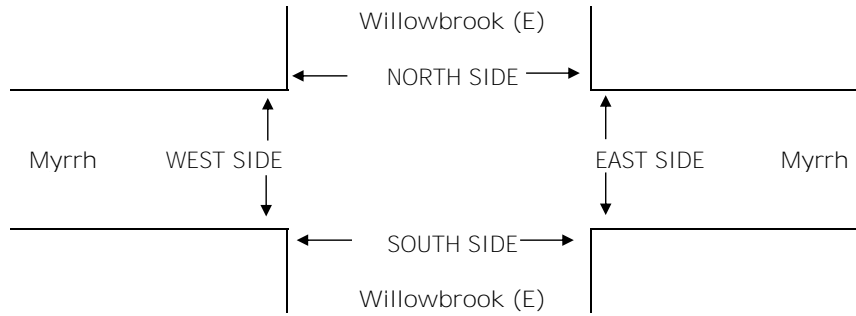
Compton  
Willowbrook (E)  
Myrrh

**PROJECT #:** SC1540  
**LOCATION #:** 12b  
**CONTROL:** SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Willowbrook (E)			Willowbrook (E)			Myrrh			Myrrh			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	0	2	0	1	2	0	

AM	7:00 AM	4	0	1	3	5	5	7	21	5	1	61	0	113
	7:15 AM	1	5	6	3	6	6	3	36	7	1	78	1	153
	7:30 AM	4	7	5	6	9	8	7	50	5	1	99	2	203
	7:45 AM	9	6	5	4	9	6	13	50	8	5	120	6	241
	8:00 AM	1	9	2	6	9	12	8	57	9	4	107	5	229
	8:15 AM	3	11	3	5	9	12	12	42	8	0	80	3	188
	8:30 AM	1	7	4	5	7	9	7	25	6	0	61	7	139
	8:45 AM	2	2	3	2	9	11	5	37	3	1	72	3	150
	VOLUMES	25	47	29	34	63	69	62	318	51	13	678	27	1,416
	APPROACH %	25%	47%	29%	20%	38%	42%	14%	74%	12%	2%	94%	4%	
	APP/DEPART	101	/	136	166	/	127	431	/	381	718	/	772	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	17	33	15	21	36	38	40	199	30	10	406	16	861
	APPROACH %	26%	51%	23%	22%	38%	40%	15%	74%	11%	2%	94%	4%	
	PEAK HR FACTOR	0.813			0.880			0.909			0.824			0.893
APP/DEPART	65	/	89	95	/	76	269	/	235	432	/	461	0	





# INTERSECTION TURNING MOVEMENT COUNTS

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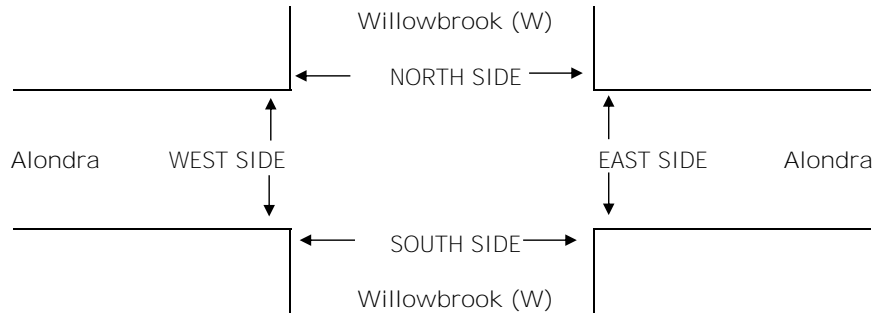
**LOCATION:**  
NORTH & SOUTH: **Compton Willowbrook (W)**  
EAST & WEST: **Alondra**

**PROJECT #:** SC1540  
**LOCATION #:** 13a  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Willowbrook (W)			Willowbrook (W)			Alondra			Alondra			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	2	0	0	2	0	1	2	0	1	2	0	

AM	7:00 AM	2	9	7	6	11	5	4	122	3	0	200	5	374
	7:15 AM	2	19	4	4	18	3	8	122	8	0	230	6	424
	7:30 AM	6	19	4	9	19	9	7	168	2	0	257	16	516
	7:45 AM	4	18	5	6	30	12	11	161	6	0	247	16	516
	8:00 AM	3	14	5	15	25	9	5	186	6	1	181	35	485
	8:15 AM	2	18	4	7	26	9	2	145	3	0	203	6	425
	8:30 AM	3	14	2	6	19	12	2	112	3	0	179	8	360
	8:45 AM	3	11	3	6	12	11	4	103	1	0	162	11	327
	VOLUMES	25	122	34	59	160	70	43	1,119	32	1	1,659	103	3,427
	APPROACH %	14%	67%	19%	20%	55%	24%	4%	94%	3%	0%	94%	6%	
	APP/DEPART	181	/	268	289	/	192	1,194	/	1,213	1,763	/	1,754	0
	BEGIN PEAK HR	7:30 AM												
VOLUMES	15	69	18	37	100	39	25	660	17	1	888	73	1,942	
APPROACH %	15%	68%	18%	21%	57%	22%	4%	94%	2%	0%	92%	8%		
PEAK HR FACTOR	0.879			0.898			0.891			0.881			0.941	
APP/DEPART	102	/	167	176	/	117	702	/	716	962	/	942	0	



# INTERSECTION TURNING MOVEMENT COUNTS

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**DATE:**  
Tue, Nov 14, 17

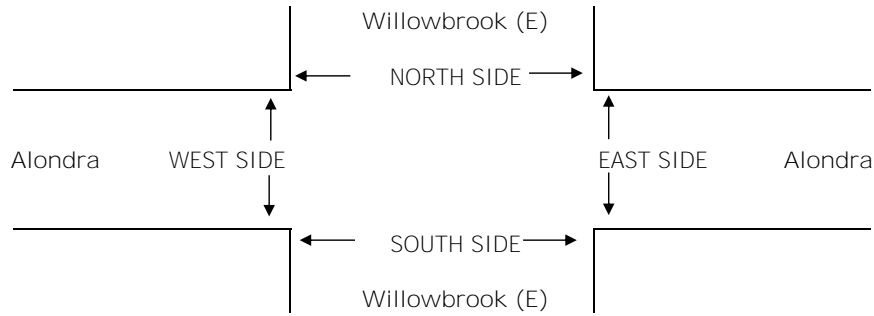
**LOCATION:**  
NORTH & SOUTH: **Compton Willowbrook (E)**  
EAST & WEST: **Alondra**

**PROJECT #:** SC1540  
**LOCATION #:** 13b  
**CONTROL:** SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Willowbrook (E)						Alondra			Alondra			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	0	2	0	1	2	0	

AM	7:00 AM	10	2	5	2	5	3	0	127	5	4	187	1	351
	7:15 AM	5	8	6	2	11	3	0	136	2	1	240	2	416
7:30 AM	9	10	5	3	13	8	0	164	7	1	254	1	475	
7:45 AM	11	10	5	5	16	8	0	161	14	3	244	4	481	
8:00 AM	9	7	7	2	14	5	0	199	14	2	221	4	484	
8:15 AM	4	9	5	2	11	1	0	142	6	1	196	2	379	
8:30 AM	4	5	4	3	12	1	0	115	4	0	188	4	340	
8:45 AM	3	0	3	3	9	5	0	111	2	3	154	3	296	
VOLUMES	55	51	40	22	91	34	0	1,155	54	15	1,684	21	3,222	
APPROACH %	38%	35%	27%	15%	62%	23%	0%	96%	4%	1%	98%	1%		
APP/DEPART	146	/	72	147	/	160	1,209	/	1,217	1,720	/	1,773	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	34	35	23	12	54	24	0	660	37	7	959	11	1,856	
APPROACH %	37%	38%	25%	13%	60%	27%	0%	95%	5%	1%	98%	1%		
PEAK HR FACTOR	0.885			0.776			0.818			0.954			0.959	
APP/DEPART	92	/	46	90	/	98	697	/	695	977	/	1,017	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

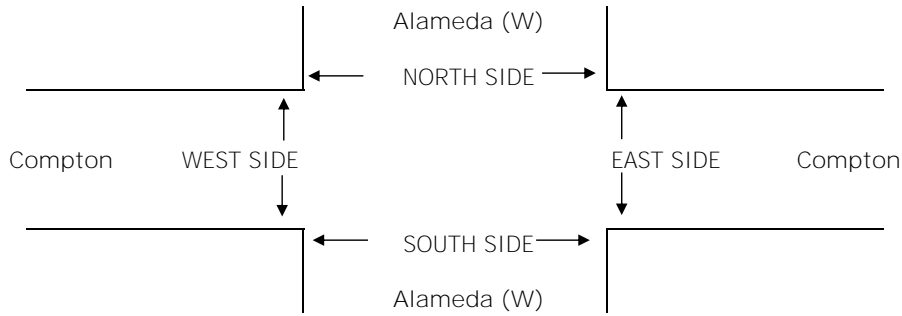
**LOCATION:**  
NORTH & SOUTH: **Compton Alameda (W)**  
EAST & WEST: **Compton**

**PROJECT #:** SC1540  
**LOCATION #:** 14a  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	
	OTHER			

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Alameda (W)			Alameda (W)			Compton			Compton			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	

AM	7:00 AM	7	100	4	19	155	13	5	90	13	1	119	28	554
	7:15 AM	6	83	2	25	177	16	12	102	18	2	153	28	624
	7:30 AM	2	79	3	19	229	17	13	127	14	5	166	31	705
	7:45 AM	11	95	9	26	220	23	9	121	10	4	183	22	733
	8:00 AM	12	111	4	25	195	26	13	106	12	8	174	28	714
	8:15 AM	14	101	5	27	163	17	12	102	15	8	166	27	657
	8:30 AM	14	91	8	15	122	13	10	125	17	7	176	21	619
	8:45 AM	14	79	6	28	131	12	13	123	20	11	131	12	580
	VOLUMES	80	739	41	184	1,392	137	87	896	119	46	1,268	197	5,186
	APPROACH %	9%	86%	5%	11%	81%	8%	8%	81%	11%	3%	84%	13%	
	APP/DEPART	860	/	1,023	1,713	/	1,558	1,102	/	1,121	1,511	/	1,484	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	39	386	21	97	807	83	47	456	51	25	689	108	2,809
	APPROACH %	9%	87%	5%	10%	82%	8%	8%	82%	9%	3%	84%	13%	
	PEAK HR FACTOR	0.878			0.917			0.899			0.979			0.958
APP/DEPART	446	/	541	987	/	883	554	/	574	822	/	811	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

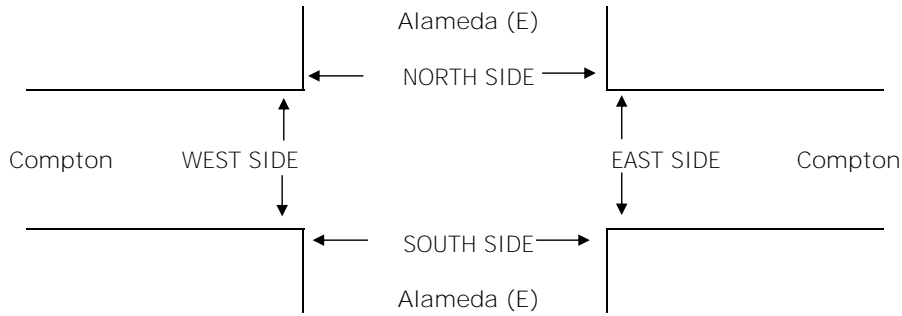
**LOCATION:**  
NORTH & SOUTH: **Compton**  
EAST & WEST: **Alameda (E)**

**PROJECT #:** SC1540  
**LOCATION #:** 14b  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Alameda (E)			Alameda (E)			Compton			Compton			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	

AM	7:00 AM	5	20	3	13	28	4	2	107	5	4	144	12	347
	7:15 AM	8	26	4	19	64	0	3	114	5	0	166	16	425
	7:30 AM	16	32	4	17	71	2	4	131	5	2	191	8	483
	7:45 AM	11	39	14	20	83	3	2	160	10	8	197	16	563
	8:00 AM	8	30	11	12	45	3	0	122	7	3	191	8	440
	8:15 AM	6	23	14	8	46	4	2	125	6	5	191	5	435
	8:30 AM	3	27	9	8	22	5	4	146	3	1	187	11	426
	8:45 AM	6	24	6	5	16	5	1	145	6	1	159	8	382
	VOLUMES	63	221	65	102	375	26	18	1,050	47	24	1,426	84	3,501
	APPROACH %	18%	63%	19%	20%	75%	5%	2%	94%	4%	2%	93%	5%	
	APP/DEPART	349	/	323	503	/	446	1,115	/	1,217	1,534	/	1,515	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	41	124	43	57	245	12	8	538	28	18	770	37	1,921
	APPROACH %	20%	60%	21%	18%	78%	4%	1%	94%	5%	2%	93%	4%	
PEAK HR FACTOR	0.813			0.741			0.834			0.933			0.853	
APP/DEPART	208	/	169	314	/	291	574	/	638	825	/	823	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

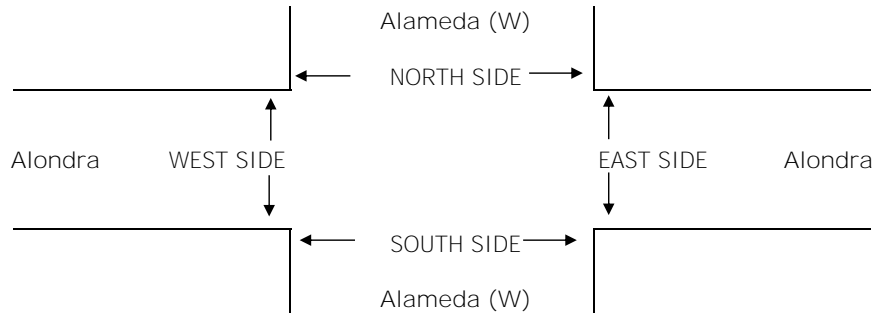
**LOCATION:**  
NORTH & SOUTH: **Compton**  
EAST & WEST: **Alameda (W)**  
**Alondra**

**PROJECT #:** SC1540  
**LOCATION #:** 16a  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Alameda (W)			Alameda (W)			Alondra			Alondra			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	

AM	7:00 AM	21	53	11	5	145	19	9	107	4	10	154	22	560
	7:15 AM	12	82	7	11	173	20	3	124	7	8	205	13	665
	7:30 AM	14	52	5	11	190	18	8	145	17	18	233	18	729
	7:45 AM	15	72	7	19	164	18	6	148	10	7	231	23	720
	8:00 AM	13	83	10	14	168	18	17	133	10	7	191	19	683
	8:15 AM	8	80	6	7	157	19	14	108	14	5	189	18	625
	8:30 AM	15	76	7	6	106	10	12	95	12	18	179	22	558
	8:45 AM	10	68	8	14	120	13	10	71	15	18	127	15	489
	VOLUMES	108	566	61	87	1,223	135	79	931	89	91	1,509	150	5,029
	APPROACH %	15%	77%	8%	6%	85%	9%	7%	85%	8%	5%	86%	9%	
	APP/DEPART	735	/	795	1,445	/	1,403	1,099	/	1,079	1,750	/	1,752	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	54	289	29	55	695	74	34	550	44	40	860	73	2,797
APPROACH %	15%	78%	8%	7%	84%	9%	5%	88%	7%	4%	88%	8%		
PEAK HR FACTOR	0.877			0.941			0.924			0.904			0.959	
APP/DEPART	372	/	396	824	/	779	628	/	634	973	/	988	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

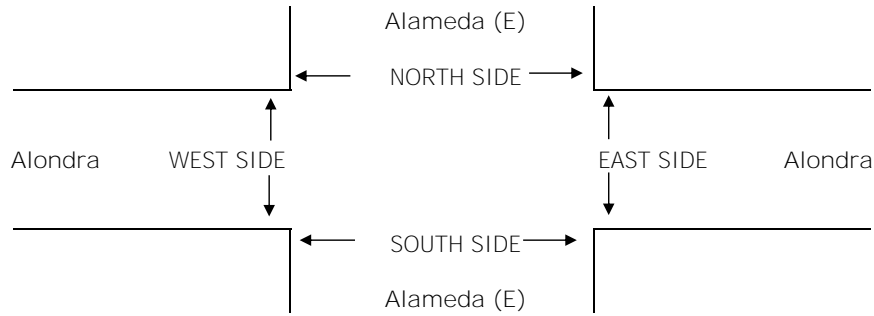
**LOCATION:**  
NORTH & SOUTH: **Compton**  
EAST & WEST: **Alameda (E)**  
**Alondra**

**PROJECT #:** SC1540  
**LOCATION #:** 16b  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Alameda (E)			Alameda (E)			Alondra			Alondra			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	2	0	1	2	0	

AM	7:00 AM	1	15	3	6	26	2	3	114	1	6	204	9	390
	7:15 AM	1	16	1	12	33	8	9	128	0	2	232	9	451
	7:30 AM	8	18	1	17	49	11	7	170	1	8	240	9	539
	7:45 AM	4	18	4	19	56	12	9	162	3	1	234	4	526
	8:00 AM	6	13	3	11	39	6	7	135	1	2	203	8	434
	8:15 AM	2	15	4	8	28	9	5	113	3	0	211	9	407
	8:30 AM	7	15	2	7	17	4	3	102	0	2	198	10	367
	8:45 AM	3	11	3	7	16	2	3	89	5	4	135	8	286
	VOLUMES	32	121	21	87	264	54	46	1,013	14	25	1,657	66	3,400
	APPROACH %	18%	70%	12%	21%	65%	13%	4%	94%	1%	1%	95%	4%	
	APP/DEPART	174	/	233	405	/	303	1,073	/	1,121	1,748	/	1,743	0
	BEGIN PEAK HR	7:15 AM												
VOLUMES	19	65	9	59	177	37	32	595	5	13	909	30	1,950	
APPROACH %	20%	70%	10%	22%	65%	14%	5%	94%	1%	1%	95%	3%		
PEAK HR FACTOR	0.861			0.784			0.888			0.926			0.904	
APP/DEPART	93	/	127	273	/	195	632	/	663	952	/	965	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 28, 17

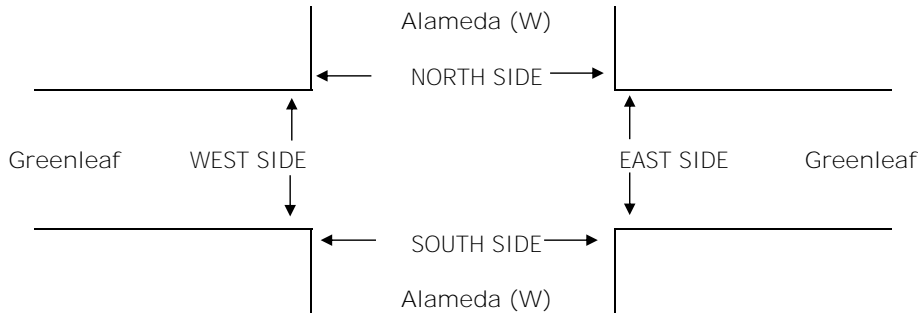
**LOCATION:**  
NORTH & SOUTH: **Compton**  
EAST & WEST: **Alameda (W)**  
**Greenleaf**

**PROJECT #:** SC1540  
**LOCATION #:** 16A  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Alameda (W)			Alameda (W)			Greenleaf			Greenleaf			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	1	2	0	1	2	0	1	2	0	1	2	1	

AM	7:00 AM	17	85	19	18	130	12	6	32	22	45	65	10	461
	7:15 AM	12	87	28	17	151	20	4	49	35	56	65	9	533
	7:30 AM	13	82	27	16	151	16	4	65	32	50	53	6	515
	7:45 AM	16	93	26	29	188	17	2	59	21	75	72	6	604
	8:00 AM	14	86	21	16	110	15	12	66	23	66	85	14	528
	8:15 AM	16	82	23	9	148	12	7	55	34	41	56	5	488
	8:30 AM	17	87	26	9	136	9	10	24	17	38	60	4	437
	8:45 AM	17	69	29	9	111	8	13	47	12	51	34	9	409
	VOLUMES	122	671	199	123	1,125	109	58	397	196	422	490	63	3,975
	APPROACH %	12%	68%	20%	9%	83%	8%	9%	61%	30%	43%	50%	6%	
	APP/DEPART	992	/	792	1,357	/	1,743	651	/	719	975	/	721	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	55	348	102	78	600	68	22	239	111	247	275	35	2,180
	APPROACH %	11%	69%	20%	10%	80%	9%	6%	64%	30%	44%	49%	6%	
PEAK HR FACTOR	0.935			0.797			0.921			0.844			0.902	
APP/DEPART	505	/	405	746	/	958	372	/	419	557	/	398	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 28, 17

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

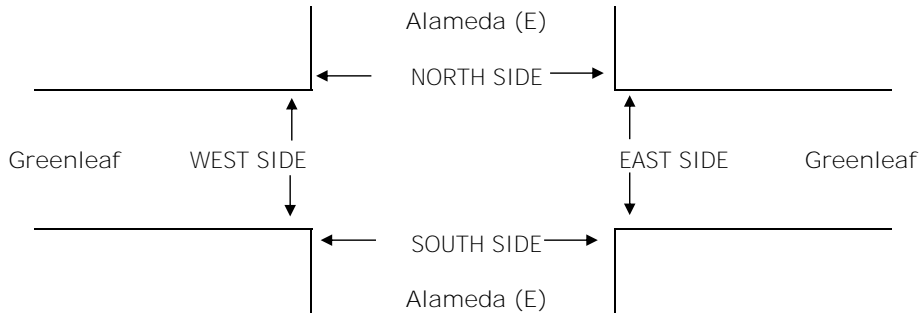
Compton  
**Alameda (E)**  
**Greenleaf**

**PROJECT #:** SC1540  
**LOCATION #:** 16B  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Alameda (E)			Alameda (E)			Greenleaf			Greenleaf			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	0	2	0	1	1	1	

AM	7:00 AM	2	0	1	0	2	28	15	52	2	0	84	6	192
	7:15 AM	3	1	0	1	3	25	16	63	6	1	97	6	222
	7:30 AM	1	0	0	3	1	38	15	87	5	1	91	4	246
	7:45 AM	0	1	0	8	2	66	12	98	4	0	75	3	269
	8:00 AM	1	1	0	3	2	49	11	100	3	2	111	5	288
	8:15 AM	6	3	1	3	4	26	11	61	7	2	80	1	205
	8:30 AM	5	2	1	1	2	15	10	49	3	0	70	3	161
	8:45 AM	7	1	4	1	1	23	12	75	3	0	68	5	200
	VOLUMES	25	9	7	20	17	270	102	585	33	6	676	33	1,783
	APPROACH %	61%	22%	17%	7%	6%	88%	14%	81%	5%	1%	95%	5%	
	APP/DEPART	41	/	144	307	/	56	720	/	612	715	/	971	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	5	3	0	15	8	178	54	348	18	4	374	18	1,025
APPROACH %	63%	38%	0%	7%	4%	89%	13%	83%	4%	1%	94%	5%		
PEAK HR FACTOR	0.500			0.661			0.921			0.839			0.890	
APP/DEPART	8	/	75	201	/	30	420	/	363	396	/	557	0	





# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

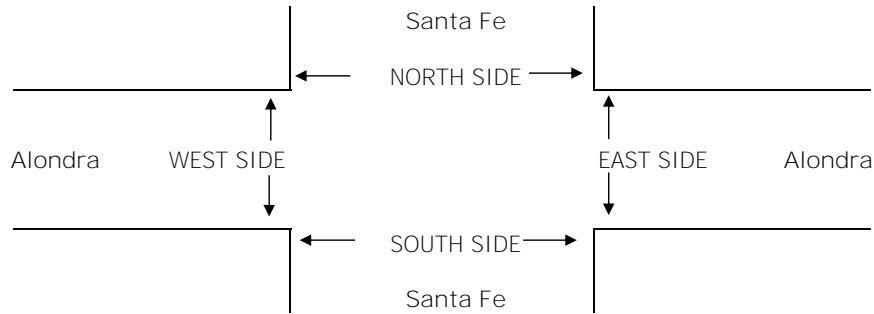
**LOCATION:**  
NORTH & SOUTH: **Compton Santa Fe**  
EAST & WEST: **Alondra**

**PROJECT #:** SC1540  
**LOCATION #:** 17  
**CONTROL:** SIGNAL

NOTES:	AM		▲	
	PM		N	
	MD	◀ W	S	E ▶
	OTHER		▼	
	OTHER			

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Santa Fe			Santa Fe			Alondra			Alondra			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	

AM	7:00 AM	16	91	13	19	173	15	15	90	26	27	173	41	699
	7:15 AM	26	105	11	15	215	17	9	102	32	38	196	33	799
	7:30 AM	32	113	9	28	224	22	23	109	39	40	198	45	882
	7:45 AM	33	131	15	41	247	30	13	135	29	31	170	42	917
	8:00 AM	24	110	17	20	207	30	15	128	27	37	178	45	838
	8:15 AM	18	114	15	23	170	17	16	79	20	25	172	39	708
	8:30 AM	21	99	11	18	119	18	8	92	21	33	199	44	683
	8:45 AM	12	99	17	21	144	16	13	69	17	25	129	30	592
	VOLUMES	182	862	108	185	1,499	165	112	804	211	256	1,415	319	6,118
	APPROACH %	16%	75%	9%	10%	81%	9%	10%	71%	19%	13%	71%	16%	
	APP/DEPART	1,152	/	1,293	1,849	/	1,966	1,127	/	1,098	1,990	/	1,761	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	115	459	52	104	893	99	60	474	127	146	742	165	3,436
	APPROACH %	18%	73%	8%	9%	81%	9%	9%	72%	19%	14%	70%	16%	
PEAK HR FACTOR	0.874			0.862			0.934			0.930			0.937	
APP/DEPART	626	/	684	1,096	/	1,166	661	/	631	1,053	/	955	0	



# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

**DATE:**  
Tue, Nov 14, 17

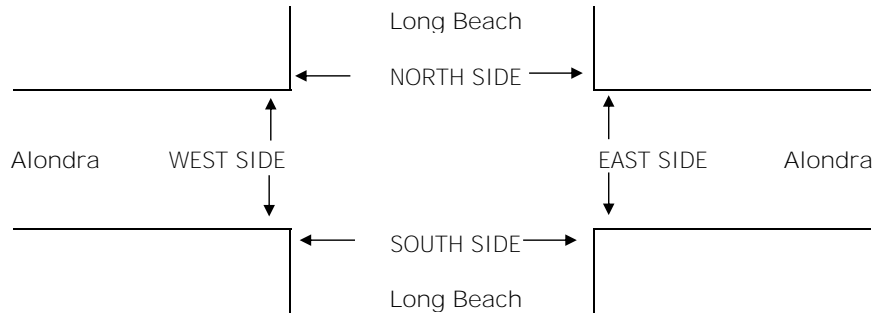
**LOCATION:**  
NORTH & SOUTH: **Compton  
Long Beach**  
EAST & WEST: **Alondra**

**PROJECT #:** SC1540  
**LOCATION #:** 18  
**CONTROL:** SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W	S	E ▶
	OTHER			
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Long Beach			Long Beach			Alondra			Alondra			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	

AM	7:00 AM	20	84	10	30	124	30	22	80	12	22	187	29	650
	7:15 AM	24	91	11	33	131	27	18	109	11	23	218	39	735
	7:30 AM	23	125	12	41	159	24	20	131	14	35	232	44	860
	7:45 AM	26	117	11	44	176	25	25	140	18	36	176	37	831
	8:00 AM	22	115	21	30	149	18	30	138	21	36	187	50	817
	8:15 AM	18	98	8	25	141	23	15	105	14	39	179	39	704
	8:30 AM	16	88	15	26	111	18	18	80	16	20	179	45	632
	8:45 AM	15	89	9	25	113	15	25	75	9	28	137	47	587
	VOLUMES	164	807	97	254	1,104	180	173	858	115	239	1,495	330	5,816
	APPROACH %	15%	76%	9%	17%	72%	12%	15%	75%	10%	12%	72%	16%	
	APP/DEPART	1,068	/	1,310	1,538	/	1,458	1,146	/	1,207	2,064	/	1,841	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	95	448	55	148	615	94	93	518	64	130	813	170	3,243
APPROACH %	16%	75%	9%	17%	72%	11%	14%	77%	9%	12%	73%	15%		
PEAK HR FACTOR	0.934			0.874			0.893			0.895			0.943	
APP/DEPART	598	/	711	857	/	809	675	/	721	1,113	/	1,002	0	



# INTERSECTION TURNING MOVEMENT COUNTS

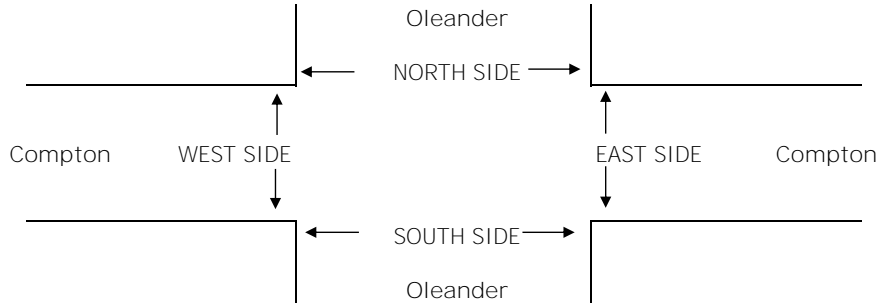
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Dec 12, 17	<b>LOCATION:</b> NORTH & SOUTH: <b>Compton</b> EAST & WEST: <b>Oleander</b> <b>Compton</b>	<b>PROJECT #:</b> SC1567 <b>LOCATION #:</b> 19 <b>CONTROL:</b> SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Oleander			Oleander			Compton			Compton			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	0	1	2	0	

PM	4:00 PM	16	5	12	14	8	5	9	261	20	15	155	4	524
	4:15 PM	19	5	10	6	10	5	10	249	18	12	179	6	529
	4:30 PM	12	6	10	8	8	4	7	263	16	14	168	10	526
	4:45 PM	15	7	12	13	8	0	7	272	27	11	146	11	529
	5:00 PM	20	6	13	5	8	5	12	263	21	18	198	11	580
	5:15 PM	13	12	10	8	4	1	5	290	20	11	154	13	541
	5:30 PM	13	10	8	5	9	8	6	258	17	12	145	11	502
	5:45 PM	16	9	8	13	7	3	6	228	17	15	154	6	482
	VOLUMES	124	60	83	72	62	31	62	2,084	156	108	1,299	72	4,213
	APPROACH %	46%	22%	31%	44%	38%	19%	3%	91%	7%	7%	88%	5%	
APP/DEPART	267	/	194	165	/	326	2,302	/	2,239	1,479	/	1,454	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	60	31	45	34	28	10	31	1,088	84	54	666	45	2,176	
APPROACH %	44%	23%	33%	47%	39%	14%	3%	90%	7%	7%	87%	6%		
PEAK HR FACTOR	0.872			0.857			0.955			0.843			0.938	
APP/DEPART	136	/	107	72	/	166	1,203	/	1,167	765	/	736	0	



# INTERSECTION TURNING MOVEMENT COUNTS

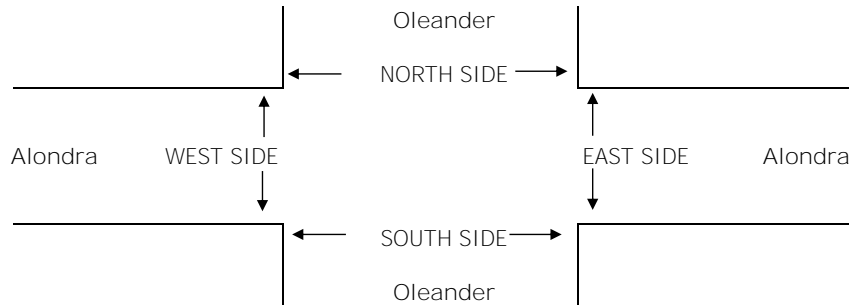
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Dec 12, 17	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Compton <b>Oleander</b> <b>Alondra</b>	<b>PROJECT #:</b> SC1567 <b>LOCATION #:</b> 7 <b>CONTROL:</b> SIGNAL
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NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Oleander			Oleander			Alondra			Alondra			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	1	0	0	1	0	1	2	0	1	2	1	

PM	4:00 PM	7	7	19	0	3	14	8	291	12	10	146	2	519
	4:15 PM	4	3	17	2	3	14	13	314	14	8	152	2	546
	4:30 PM	8	3	10	1	3	11	18	248	10	4	152	4	472
	4:45 PM	10	3	15	4	5	14	30	310	7	7	166	2	573
	5:00 PM	16	11	19	1	6	21	36	300	10	10	172	1	603
	5:15 PM	6	9	8	1	2	21	22	315	9	15	152	3	563
	5:30 PM	7	3	15	1	4	14	9	303	9	19	153	4	541
	5:45 PM	13	4	15	1	4	5	12	290	12	10	125	4	495
	VOLUMES	71	43	118	11	30	114	148	2,371	83	83	1,218	22	4,312
	APPROACH %	31%	19%	51%	7%	19%	74%	6%	91%	3%	6%	92%	2%	
APP/DEPART	232	/	212	155	/	195	2,602	/	2,501	1,323	/	1,404	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	39	26	57	7	17	70	97	1,228	35	51	643	10	2,280	
APPROACH %	32%	21%	47%	7%	18%	74%	7%	90%	3%	7%	91%	1%		
PEAK HR FACTOR	0.663			0.839			0.980			0.962			0.945	
APP/DEPART	122	/	133	94	/	102	1,360	/	1,293	704	/	752	0	



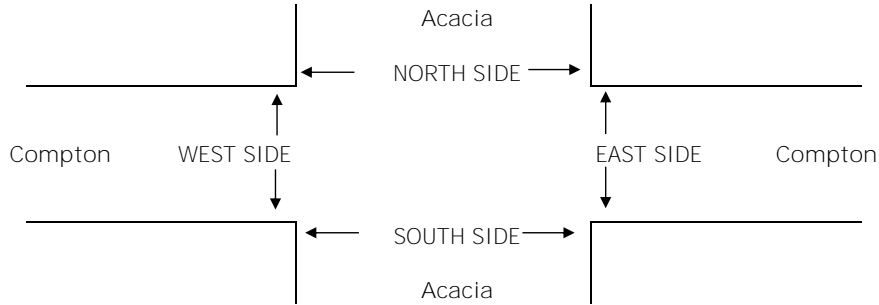
# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Dec 12, 17	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Compton <b>Acacia</b> Compton	<b>PROJECT #:</b> SC1567 <b>LOCATION #:</b> 9 <b>CONTROL:</b> SIGNAL
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NOTES:  <div style="text-align: center; color: blue; font-weight: bold;">Queue EB PM</div>	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

PM	4:00 PM	36	34	30	12	13	5	4	255	17	13	123	16	558
	4:15 PM	32	19	19	13	7	2	8	249	21	24	165	12	571
	4:30 PM	39	29	21	13	13	5	10	242	20	21	155	18	586
	4:45 PM	44	21	34	13	17	6	7	252	26	19	121	8	568
	5:00 PM	46	28	30	5	11	6	6	255	27	18	168	12	612
	5:15 PM	33	26	28	7	16	7	12	267	23	21	150	16	606
	5:30 PM	25	25	18	8	13	3	4	265	15	15	130	10	531
	5:45 PM	25	23	18	11	18	3	6	216	24	20	161	19	544
	VOLUMES	280	205	198	82	108	37	57	2,001	173	151	1,173	111	4,576
	APPROACH %	41%	30%	29%	36%	48%	16%	3%	90%	8%	11%	82%	8%	
	APP/DEPART	683	/	373	227	/	431	2,231	/	2,282	1,435	/	1,490	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	162	104	113	38	57	24	35	1,016	96	79	594	54	2,372
	APPROACH %	43%	27%	30%	32%	48%	20%	3%	89%	8%	11%	82%	7%	
	PEAK HR FACTOR	0.911			0.826			0.950			0.918			0.969
APP/DEPART	379	/	193	119	/	231	1,147	/	1,168	727	/	780	0	



# INTERSECTION TURNING MOVEMENT COUNTS

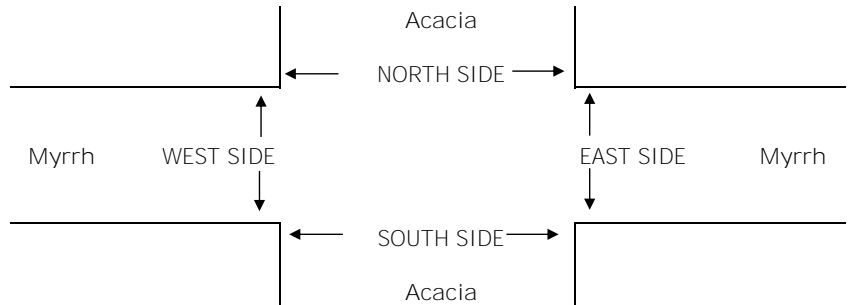
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Dec 12, 17	<b>LOCATION:</b> NORTH & SOUTH: <b>Compton</b> EAST & WEST: <b>Acacia</b> <b>Myrrh</b>	<b>PROJECT #:</b> SC1567 <b>LOCATION #:</b> 10 <b>CONTROL:</b> SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Acacia			Acacia			Myrrh			Myrrh			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	1	0	1	0	1	2	1	

PM	4:00 PM	14	48	16	28	26	2	1	20	11	16	14	27	223
	4:15 PM	16	30	23	22	36	4	3	19	14	15	18	31	231
	4:30 PM	7	34	20	23	33	2	2	13	8	15	10	38	205
	4:45 PM	9	37	37	36	35	1	2	15	19	24	12	39	266
	5:00 PM	21	58	38	28	35	5	0	20	13	27	14	41	300
	5:15 PM	14	25	50	24	43	5	1	15	7	20	12	39	255
	5:30 PM	19	23	28	14	26	3	2	17	7	8	11	28	186
	5:45 PM	7	40	30	23	34	5	0	9	8	8	11	22	197
	VOLUMES	107	295	242	198	268	27	11	128	87	133	102	265	1,863
	APPROACH %	17%	46%	38%	40%	54%	5%	5%	57%	38%	27%	20%	53%	
APP/DEPART	644	/	571	493	/	486	226	/	570	500	/	236	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	51	154	145	111	146	13	5	63	47	86	48	157	1,026	
APPROACH %	15%	44%	41%	41%	54%	5%	4%	55%	41%	30%	16%	54%		
PEAK HR FACTOR	0.748			0.938			0.799			0.887			0.855	
APP/DEPART	350	/	316	270	/	277	115	/	321	291	/	112	0	



# INTERSECTION TURNING MOVEMENT COUNTS

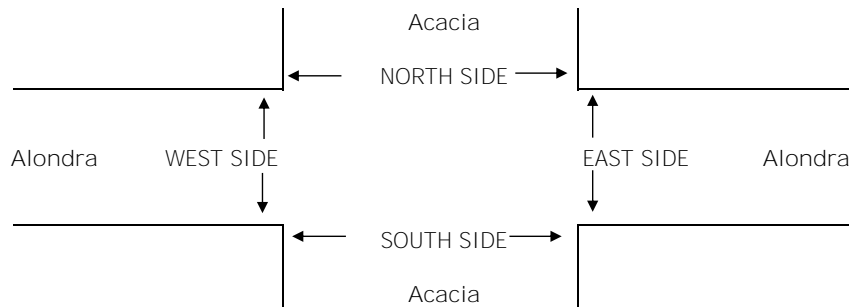
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Dec 12, 17	<b>LOCATION:</b> NORTH & SOUTH: <b>Compton</b> EAST & WEST: <b>Acacia</b> <b>Alondra</b>	<b>PROJECT #:</b> SC1567 <b>LOCATION #:</b> 11 <b>CONTROL:</b> SIGNAL
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NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Acacia			Acacia			Alondra			Alondra			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	0	1	2	0	

PM	4:00 PM	5	6	6	14	7	30	34	266	12	15	132	16	543
	4:15 PM	3	9	12	15	11	26	28	281	11	10	135	15	556
	4:30 PM	5	7	9	9	12	27	25	236	14	10	146	16	516
	4:45 PM	6	11	5	13	11	42	34	263	11	4	127	17	544
	5:00 PM	10	8	10	16	11	39	37	277	7	18	132	15	580
	5:15 PM	6	7	9	9	11	32	37	281	12	13	132	11	560
	5:30 PM	3	10	6	5	11	22	35	281	14	11	152	6	556
	5:45 PM	2	8	11	14	10	21	46	248	10	13	102	11	496
	VOLUMES	40	66	68	95	84	239	276	2,133	91	94	1,058	107	4,351
	APPROACH %	23%	38%	39%	23%	20%	57%	11%	85%	4%	7%	84%	8%	
APP/DEPART	174	/	449	418	/	268	2,500	/	2,297	1,259	/	1,337	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	25	36	30	43	44	135	143	1,102	44	46	543	49	2,240	
APPROACH %	27%	40%	33%	19%	20%	61%	11%	85%	3%	7%	85%	8%		
PEAK HR FACTOR	0.813			0.841			0.977			0.944			0.966	
APP/DEPART	91	/	228	222	/	134	1,289	/	1,175	638	/	703	0	



# INTERSECTION TURNING MOVEMENT COUNTS

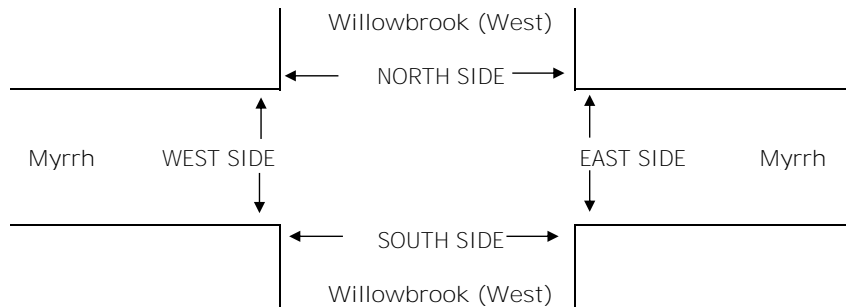
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Dec 12, 17	<b>LOCATION:</b> NORTH & SOUTH: <b>Compton</b> EAST & WEST: <b>Willowbrook (West)</b> <b>Myrrh</b>	<b>PROJECT #:</b> SC1567 <b>LOCATION #:</b> 12a <b>CONTROL:</b> SIGNAL
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NOTES:	AM	PM	MD	OTHER	OTHER	▲ N	◀ W	E ▶	S ▼
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LANES:	NORTHBOUND <small>Willowbrook (West)</small>			SOUTHBOUND <small>Willowbrook (West)</small>			EASTBOUND <small>Myrrh</small>			WESTBOUND <small>Myrrh</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	1	2	0	0	2	0	

PM	4:00 PM	3	26	13	12	16	13	4	76	9	9	35	7	223
	4:15 PM	0	19	8	14	9	7	3	71	8	16	52	5	212
	4:30 PM	5	28	12	14	20	14	2	59	2	6	30	6	198
	4:45 PM	2	32	9	14	18	12	3	100	4	9	53	8	264
	5:00 PM	4	29	14	7	13	11	4	111	6	12	48	10	269
	5:15 PM	5	41	15	9	21	13	3	99	4	13	43	14	280
	5:30 PM	4	23	13	14	26	6	3	58	1	17	34	9	208
	5:45 PM	2	22	9	15	17	3	2	58	2	9	34	8	181
	VOLUMES	25	220	93	99	140	79	24	632	36	91	329	67	1,835
	APPROACH %	7%	65%	28%	31%	44%	25%	3%	91%	5%	19%	68%	14%	
APP/DEPART	338	/	311	318	/	267	692	/	824	487	/	433	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	15	125	51	44	78	42	13	368	15	51	178	41	1,021	
APPROACH %	8%	65%	27%	27%	48%	26%	3%	93%	4%	19%	66%	15%		
PEAK HR FACTOR	0.783			0.891			0.818			0.964			0.912	
APP/DEPART	191	/	179	164	/	144	396	/	463	270	/	235	0	





# INTERSECTION TURNING MOVEMENT COUNTS

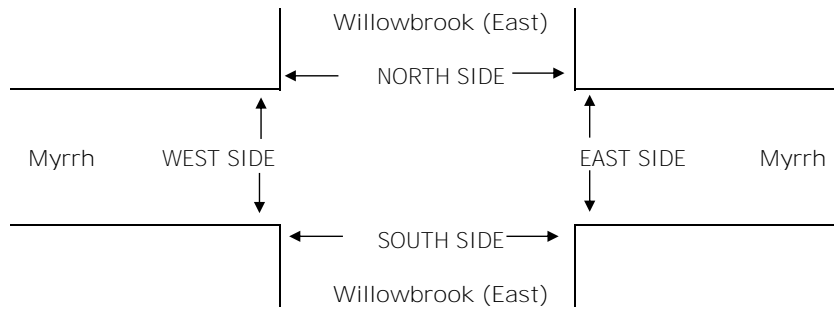
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

<b>DATE:</b> Tue, Dec 12, 17	<b>LOCATION:</b> NORTH & SOUTH: <b>Compton</b> EAST & WEST: <b>Willowbrook (East)</b> <b>Myrrh</b>	<b>PROJECT #:</b> SC1567 <b>LOCATION #:</b> 12b <b>CONTROL:</b> SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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LANES:	NORTHBOUND <small>Willowbrook (East)</small>			SOUTHBOUND <small>Willowbrook (East)</small>			EASTBOUND <small>Myrrh</small>			WESTBOUND <small>Myrrh</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	1	1	0	1	2	0	

PM	4:00 PM	4	8	15	5	10	9	10	75	6	0	36	3	181
	4:15 PM	0	24	6	5	11	18	14	69	10	1	54	10	222
	4:30 PM	5	15	11	2	13	13	9	74	8	1	27	11	189
	4:45 PM	5	23	11	9	10	17	15	104	7	0	53	6	260
	5:00 PM	6	9	8	4	20	20	19	100	14	1	40	15	256
	5:15 PM	13	20	8	6	10	16	17	103	5	2	52	7	259
	5:30 PM	2	29	2	14	17	16	13	72	8	2	35	9	219
	5:45 PM	3	18	6	2	9	8	14	61	3	0	38	11	173
	VOLUMES	38	146	67	47	100	117	111	658	61	7	335	72	1,759
	APPROACH %	15%	58%	27%	18%	38%	44%	13%	79%	7%	2%	81%	17%	
APP/DEPART	251	/	329	264	/	168	830	/	772	414	/	490	0	
BEGIN PEAK HR	4:45 PM													
VOLUMES	26	81	29	33	57	69	64	379	34	5	180	37	994	
APPROACH %	19%	60%	21%	21%	36%	43%	13%	79%	7%	2%	81%	17%		
PEAK HR FACTOR	0.829			0.846			0.897			0.910			0.956	
APP/DEPART	136	/	182	159	/	96	477	/	441	222	/	275	0	



## **APPENDIX D**

**Existing (Year 2017) Conditions Level of Service Worksheets**

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 1**  
**North/South Street:** CENTRAL AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	135	0	0.000	N-S(1): 0.285
	TH	2.00	803	3,200	0.293 *	N-S(2): 0.379 *
	LT	1.00	162	1,600	0.101	E-W(1): 0.202
Westbound	RT	1.00	212	1,600	0.031	E-W(2): 0.272 *
	TH	2.00	717	3,200	0.224 *	
	LT	1.00	101	1,600	0.063	V/C: 0.651
Northbound	RT	0.00	72	0	0.000	Lost Time: 0.100
	TH	2.00	516	3,200	0.184	
	LT	1.00	137	1,600	0.086 *	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.751
	TH	2.00	335	3,200	0.139	
	LT	1.00	77	1,600	0.048 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 2**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	127	0	0.000	N-S(1): 0.251
	TH	2.00	712	3,200	0.262 *	N-S(2): 0.320 *
	LT	1.00	163	1,600	0.102	E-W(1): 0.301 *
Westbound	RT	1.00	141	1,600	0.000	E-W(2): 0.259
	TH	2.00	663	3,200	0.207	
	LT	1.00	156	1,600	0.098 *	V/C: 0.621
Northbound	RT	1.00	140	1,600	0.000	Lost Time: 0.100
	TH	2.00	477	3,200	0.149	
	LT	1.00	92	1,600	0.058 *	
Eastbound	RT	0.00	134	0	0.000	ICU: 0.721
	TH	2.00	515	3,200	0.203 *	
	LT	1.00	83	1,600	0.052	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 3**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	115	0	0.000	N-S(1): 0.262
	TH	2.00	867	3,200	0.307 *	N-S(2): 0.358 *
	LT	1.00	156	1,600	0.098	E-W(1): 0.222
Westbound	RT	0.00	171	0	0.000	E-W(2): 0.379 *
	TH	2.00	849	3,200	0.319 *	V/C: 0.737
	LT	1.00	136	1,600	0.085	Lost Time: 0.100
Northbound	RT	0.00	102	0	0.000	
	TH	2.00	422	3,200	0.164	
	LT	1.00	82	1,600	0.051 *	
Eastbound	RT	1.00	103	1,600	0.013	ICU: 0.837
	TH	2.00	439	3,200	0.137	
	LT	1.00	96	1,600	0.060 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 4**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** CALDWELL STREET  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1200 vph	N-S Split Phase : N
Left-Turn Lane: 1200 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	28	0	0.000	N-S(1): 0.230
	TH	2.00	1,050	2,400	0.449 *	N-S(2): 0.479 *
	LT	1.00	19	1,200	0.016	E-W(1): 0.222 *
Westbound	RT	0.00	13	0	0.000	E-W(2): 0.164
	TH	1.00	34	1,200	0.078	
	LT	0.00	47	1,200	0.039 *	V/C: 0.701
Northbound	RT	0.00	16	0	0.000	Lost Time: 0.100
	TH	2.00	497	2,400	0.214	
	LT	1.00	36	1,200	0.030 *	
Eastbound	RT	0.00	86	0	0.000	ICU: 0.801
	TH	1.00	31	1,200	0.183 *	
	LT	0.00	103	1,200	0.086	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 5**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** GREENLEAF BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	35	0	0.000	N-S(1): 0.211
	TH	2.00	1,021	3,200	0.330 *	N-S(2): 0.347 *
	LT	1.00	117	1,600	0.073	E-W(1): 0.335 *
Westbound	RT	0.00	71	0	0.000	E-W(2): 0.304
	TH	1.00	381	1,600	0.283	V/C: 0.682
	LT	1.00	255	1,600	0.159 *	Lost Time: 0.100
Northbound	RT	1.00	85	1,600	0.000	
	TH	2.00	440	3,200	0.138	
	LT	1.00	27	1,600	0.017 *	
Eastbound	RT	0.00	66	0	0.000	ICU: 0.782
	TH	1.00	216	1,600	0.176 *	
	LT	1.00	33	1,600	0.021	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 6**  
**North/South Street:** CENTER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	99	0	0.000	N-S(1): 0.124
	TH	1.00	35	1,600	0.164 *	N-S(2): 0.177 *
	LT	0.00	128	1,600	0.080	E-W(1): 0.242
Westbound	RT	0.00	55	0	0.000	E-W(2): 0.371 *
	TH	2.00	1,049	3,200	0.345 *	V/C: 0.548
	LT	1.00	47	1,600	0.029	Lost Time: 0.100
Northbound	RT	0.00	32	0	0.000	
	TH	1.00	19	1,600	0.044	
	LT	0.00	20	1,600	0.013 *	
Eastbound	RT	0.00	24	0	0.000	ICU: 0.648
	TH	2.00	657	3,200	0.213	
	LT	1.00	42	1,600	0.026 *	LOS: B

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	9	0	0.000	N-S(1): 0.189 *
	TH	1.00	85	1,600	0.090	N-S(2): 0.163
	LT	0.00	50	1,600	0.031 *	E-W(1): 0.340 *
Westbound	RT	0.00	21	0	0.000	E-W(2): 0.253
	TH	2.00	747	3,200	0.240	V/C: 0.529
	LT	1.00	63	1,600	0.039 *	Lost Time: 0.100
Northbound	RT	0.00	69	0	0.000	
	TH	1.00	67	1,600	0.158 *	
	LT	0.00	117	1,600	0.073	
Eastbound	RT	0.00	194	0	0.000	ICU: 0.629
	TH	2.00	770	3,200	0.301 *	
	LT	1.00	21	1,600	0.013	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	135	0	0.000	N-S(1): 0.146
	TH	1.00	48	1,600	0.118 *	N-S(2): 0.157 *
	LT	0.00	6	1,600	0.004	E-W(1): 0.260
Westbound	RT	1.00	5	1,600	0.000	E-W(2): 0.374 *
	TH	2.00	964	3,200	0.301 *	V/C: 0.531
	LT	1.00	68	1,600	0.043	Lost Time: 0.100
Northbound	RT	0.00	115	0	0.000	
	TH	1.00	50	1,600	0.142	
	LT	0.00	62	1,600	0.039 *	
Eastbound	RT	0.00	47	0	0.000	ICU: 0.631
	TH	2.00	648	3,200	0.217	
	LT	1.00	117	1,600	0.073 *	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 9**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ROSECRANS AVENUE  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.106 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.060
	LT	0.00	0	0	0.000 *	E-W(1): 0.342
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.362 *
	TH	2.00	1,158	3,200	0.362 *	V/C: 0.468
	LT	1.00	57	1,600	0.036	Lost Time: 0.100
Northbound	RT	0.00	73	0	0.000	
	TH	1.00	0	1,600	0.106 *	
	LT	0.00	96	1,600	0.060	
Eastbound	RT	0.00	64	0	0.000	ICU: 0.568
	TH	2.00	914	3,200	0.306	
	LT	0.00	0	0	0.000 *	LOS: A

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	27	0	0.000	N-S(1): 0.099
	TH	1.00	154	1,600	0.138 *	N-S(2): 0.225 *
	LT	0.00	39	1,600	0.024	E-W(1): 0.380 *
Westbound	RT	0.00	34	0	0.000	E-W(2): 0.236
	TH	2.00	692	3,200	0.227	V/C: 0.605
	LT	1.00	189	1,600	0.118 *	Lost Time: 0.100
Northbound	RT	1.00	99	1,600	0.000	
	TH	1.00	120	1,600	0.075	
	LT	1.00	139	1,600	0.087 *	
Eastbound	RT	0.00	218	0	0.000	ICU: 0.705
	TH	2.00	620	3,200	0.262 *	
	LT	1.00	15	1,600	0.009	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	80	1,600	0.000	N-S(1): 0.257 *
	TH	1.00	221	1,600	0.138 *	N-S(2): 0.000
	LT	1.00	110	1,600	0.069	E-W(1): 0.232 *
Westbound	RT	1.00	252	1,600	0.089	E-W(2): 0.139
	TH	2.00	97	3,200	0.030	V/C: 0.489
	LT	1.00	70	1,600	0.044 *	Lost Time: 0.100
Northbound	RT	1.00	60	1,600	0.000	
	TH	1.00	190	1,600	0.119 *	
	LT	1.00	75	1,600	0.047	
Eastbound	RT	0.00	129	0	0.000	ICU: 0.589
	TH	1.00	92	1,600	0.188 *	
	LT	0.00	80	1,600	0.050	LOS: A

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	170	0	0.000	N-S(1): 0.126
	TH	1.00	26	1,600	0.174 *	N-S(2): 0.192 *
	LT	0.00	83	1,600	0.052	E-W(1): 0.216
Westbound	RT	1.00	97	1,600	0.009	E-W(2): 0.369 *
	TH	2.00	849	3,200	0.265 *	V/C: 0.561
	LT	1.00	44	1,600	0.028	Lost Time: 0.100
Northbound	RT	0.00	57	0	0.000	
	TH	1.00	32	1,600	0.074	
	LT	0.00	29	1,600	0.018 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.661
	TH	2.00	574	3,200	0.188	
	LT	1.00	166	1,600	0.104 *	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: AM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	104	1,168	0.074	N-S(1): 0.152 * N-S(2): 0.132 E-W(1): 0.084 E-W(2): 0.211 *
	TH	1.00	120	1,168	0.132	
	LT	0.00	34	0	0.000 *	
Westbound	RT	0.00	57	0	0.000	
	TH	2.00	349	2,336	0.196 *	
	LT	0.00	53	0	0.000	
Northbound	RT	0.00	42	0	0.000	
	TH	1.00	104	1,168	0.152 *	
	LT	0.00	32	0	0.000	
Eastbound	RT	1.00	29	1,168	0.000	
	TH	2.00	196	2,336	0.084	
	LT	1.00	17	1,168	0.015 *	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	38	0	0.000	N-S(1): 0.059 N-S(2): 0.078 * E-W(1): 0.107 E-W(2): 0.181 *
	TH	1.00	36	1,168	0.063 *	
	LT	1.00	21	1,168	0.018	
Westbound	RT	0.00	16	0	0.000	
	TH	2.00	406	2,336	0.181 *	
	LT	1.00	10	1,168	0.009	
Northbound	RT	0.00	15	0	0.000	
	TH	1.00	33	1,168	0.041	
	LT	1.00	17	1,168	0.015 *	
Eastbound	RT	0.00	30	0	0.000	
	TH	1.00	199	2,336	0.098	
	LT	1.00	40	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.152
Gate Lost Time (sec)-	54	46	47	E-W:	0.211
	46	47	46		
Total Seconds-	286			V/C:	0.363
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.463
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT</b>							
<b>INT # 14</b>							
<b>North/South Street: WILLOWBROOK AVENUE</b>							
<b>East/West Street: ALONDRA BOULEVARD</b>							
<b>Scenario: EXISTING (2017) CONDITIONS</b>							
Thru Lane:	1600 vph					N-S Split Phase :	N
Left-Turn Lane:	1600 vph					E-W Split Phase :	N
Dual LT Penalty:	10 %					Lost Time (% of cycle) :	10
<b>Peak Period: AM PEAK HOUR</b>							
<b>WILLOWBROOK AV (W)/ALONDRA BL</b>							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	39	0	0.000	N-S(1): 0.087	
	TH	1.00	100	1,168	0.151 *	N-S(2): 0.151 *	
	LT	0.00	37	0	0.000	E-W(1): 0.283	
Westbound	RT	0.00	73	0	0.000	E-W(2): 0.433 *	
	TH	2.00	888	2,336	0.412 *		
	LT	0.00	1	0	0.000		
Northbound	RT	0.00	18	0	0.000		
	TH	1.00	69	1,168	0.087		
	LT	0.00	15	0	0.000 *		
Eastbound	RT	1.00	17	1,168	0.002		
	TH	2.00	660	2,336	0.283		
	LT	1.00	25	1,168	0.021 *		
<b>WILLOWBROOK AV (E)/ALONDRA BL</b>							
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS	
Southbound	RT	0.00	24	0	0.000	N-S(1): 0.060	
	TH	1.00	54	1,168	0.067 *	N-S(2): 0.096 *	
	LT	1.00	12	1,168	0.010	E-W(1): 0.304	
Westbound	RT	1.00	11	1,168	0.000	E-W(2): 0.411 *	
	TH	2.00	959	2,336	0.411 *		
	LT	1.00	7	1,168	0.006		
Northbound	RT	0.00	23	0	0.000		
	TH	1.00	35	1,168	0.050		
	LT	1.00	34	1,168	0.029 *		
Eastbound	RT	0.00	37	0	0.000		
	TH	2.00	660	2,336	0.298		
	LT	0.00	0	0	0.000 *		

\* = Critical Movement

Observed				N-S:	0.151
Gate Lost Time (sec)-	49	45	46	E-W:	0.433
	47	52	49		
Total Seconds-	288			V/C:	0.584
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.684
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	B
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 15**  
**North/South Street:** ALAMEDA STREET  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

**Peak Period:** AM PEAK HOUR  
**ALAMEDA ST (W)/COMPTON BL**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	83	0	0.000	N-S(1): 0.188
	TH	2.00	807	3,200	0.278 *	N-S(2): 0.302 *
	LT	1.00	97	1,600	0.061	E-W(1): 0.174
Westbound	RT	0.00	108	0	0.000	E-W(2): 0.278 *
	TH	2.00	689	3,200	0.249 *	
	LT	1.00	25	1,600	0.016	
Northbound	RT	0.00	21	0	0.000	
	TH	2.00	386	3,200	0.127	
	LT	1.00	39	1,600	0.024 *	
Eastbound	RT	0.00	51	0	0.000	
	TH	2.00	456	3,200	0.158	
	LT	1.00	47	1,600	0.029 *	

**ALAMEDA ST (E)/COMPTON BL**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.140
	TH	1.00	245	1,600	0.161 *	N-S(2): 0.187 *
	LT	1.00	57	1,600	0.036	E-W(1): 0.188
Westbound	RT	1.00	37	1,600	0.000	E-W(2): 0.246 *
	TH	2.00	770	3,200	0.241 *	
	LT	1.00	18	1,600	0.011	
Northbound	RT	0.00	43	0	0.000	
	TH	1.00	124	1,600	0.104	
	LT	1.00	41	1,600	0.026 *	
Eastbound	RT	0.00	28	0	0.000	
	TH	2.00	538	3,200	0.177	
	LT	1.00	8	1,600	0.005 *	

\* = Critical Movement

N-S:	0.302
E-W:	0.278
V/C:	0.58
Lost Time:	0.100
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ICU:	0.680
LOS:	B

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 16</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: EXISTING (2017) CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.133
	TH	2.00	695	3,200	0.240 *	N-S(2): 0.274 *
	LT	1.00	55	1,600	0.034	E-W(1): 0.011
Westbound	RT	1.00	73	1,600	0.011	E-W(2): 0.186 *
	TH	2.00	860	3,200	0.269 *	
	LT	1.00	40	1,600	0.025	
Northbound	RT	0.00	29	0	0.000	
	TH	2.00	289	3,200	0.099	
	LT	1.00	54	1,600	0.034 *	
Eastbound	RT	0.00	44	0	0.000	
	TH	2.00	550	3,200	0.186	
	LT	1.00	34	1,600	0.021 *	
<b>ALAMEDA ST (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	37	0	0.000	N-S(1): 0.083
	TH	1.00	177	1,600	0.134 *	N-S(2): 0.146 *
	LT	1.00	59	1,600	0.037	E-W(1): 0.293 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.188
	TH	2.00	909	3,200	0.293 *	
	LT	1.00	13	1,600	0.008	
Northbound	RT	0.00	9	0	0.000	
	TH	1.00	65	1,600	0.046	
	LT	1.00	19	1,600	0.012 *	
Eastbound	RT	0.00	5	0	0.000	
	TH	2.00	595	3,200	0.188	
	LT	1.00	32	1,600	0.020 *	

\* = Critical Movement

N-S:	0.274
E-W:	0.293
V/C:	0.567
Lost Time:	0.100
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ICU:	0.667
LOS:	B

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 17</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: GREENLEAF BOULEVARD</b>						
<b>Scenario: EXISTING (2017) CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	68	0	0.000	N-S(1): 0.190
	TH	2.00	600	3,200	0.209 *	N-S(2): 0.243 *
	LT	1.00	78	1,600	0.049	E-W(1): 0.263 *
Westbound	RT	1.00	35	1,600	0.000	E-W(2): 0.100
	TH	2.00	275	3,200	0.086	
	LT	1.00	247	1,600	0.154 *	
Northbound	RT	0.00	102	0	0.000	
	TH	2.00	348	3,200	0.141	
	LT	1.00	55	1,600	0.034 *	
Eastbound	RT	0.00	111	0	0.000	
	TH	2.00	239	3,200	0.109 *	
	LT	1.00	22	1,600	0.014	
<b>ALAMEDA ST (E)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	178	1,600	0.078 *	N-S(1): 0.011
	TH	1.00	8	1,600	0.005	N-S(2): 0.081 *
	LT	1.00	15	1,600	0.009	E-W(1): 0.134
Westbound	RT	1.00	18	1,600	0.002	E-W(2): 0.268 *
	TH	1.00	374	1,600	0.234 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	0	0	0.000	
	TH	1.00	3	1,600	0.002	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	18	0	0.000	LOS: A
	TH	2.00	348	3,200	0.131	
	LT	0.00	54	1,600	0.034 *	

\* = Critical Movement

N-S:	0.243
E-W:	0.268
V/C:	0.511
Lost Time:	0.100
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ICU:	0.611
LOS:	B

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 18**  
**North/South Street:** SANTA FE AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	99	0	0.000	N-S(1): 0.225
	TH	2.00	893	3,200	0.310 *	N-S(2): 0.382 *
	LT	1.00	104	1,600	0.065	E-W(1): 0.239
Westbound	RT	1.00	165	1,600	0.038	E-W(2): 0.270 *
	TH	2.00	742	3,200	0.232 *	V/C: 0.652
	LT	1.00	146	1,600	0.091	Lost Time: 0.100
Northbound	RT	0.00	52	0	0.000	
	TH	2.00	459	3,200	0.160	
	LT	1.00	115	1,600	0.072 *	
Eastbound	RT	1.00	127	1,600	0.008	ICU: 0.752
	TH	2.00	474	3,200	0.148	
	LT	1.00	60	1,600	0.038 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 19**  
**North/South Street:** LONG BEACH BOULEVARD  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	94	0	0.000	N-S(1): 0.250
	TH	2.00	615	3,200	0.222 *	N-S(2): 0.281 *
	LT	1.00	148	1,600	0.093	E-W(1): 0.243
Westbound	RT	1.00	170	1,600	0.014	E-W(2): 0.312 *
	TH	2.00	813	3,200	0.254 *	
	LT	1.00	130	1,600	0.081	V/C: 0.593
Northbound	RT	0.00	55	0	0.000	Lost Time: 0.100
	TH	2.00	448	3,200	0.157	
	LT	1.00	95	1,600	0.059 *	
Eastbound	RT	1.00	64	1,600	0.000	ICU: 0.693
	TH	2.00	518	3,200	0.162	
	LT	1.00	93	1,600	0.058 *	LOS: B

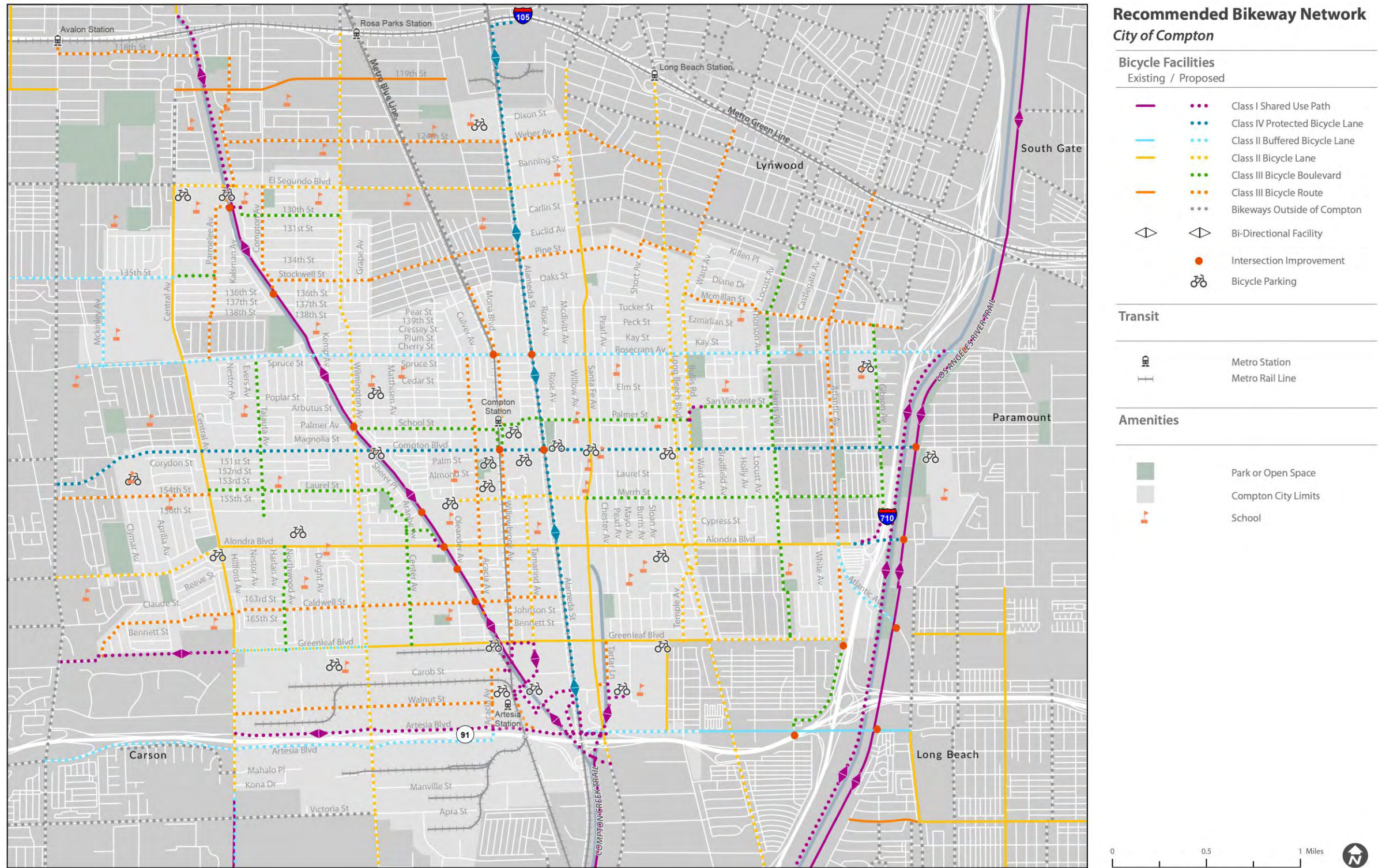
\* = Critical Movement

## **APPENDIX E**

**City of Compton Bicycle Master Plan – Recommended Bikeway Network Figure**



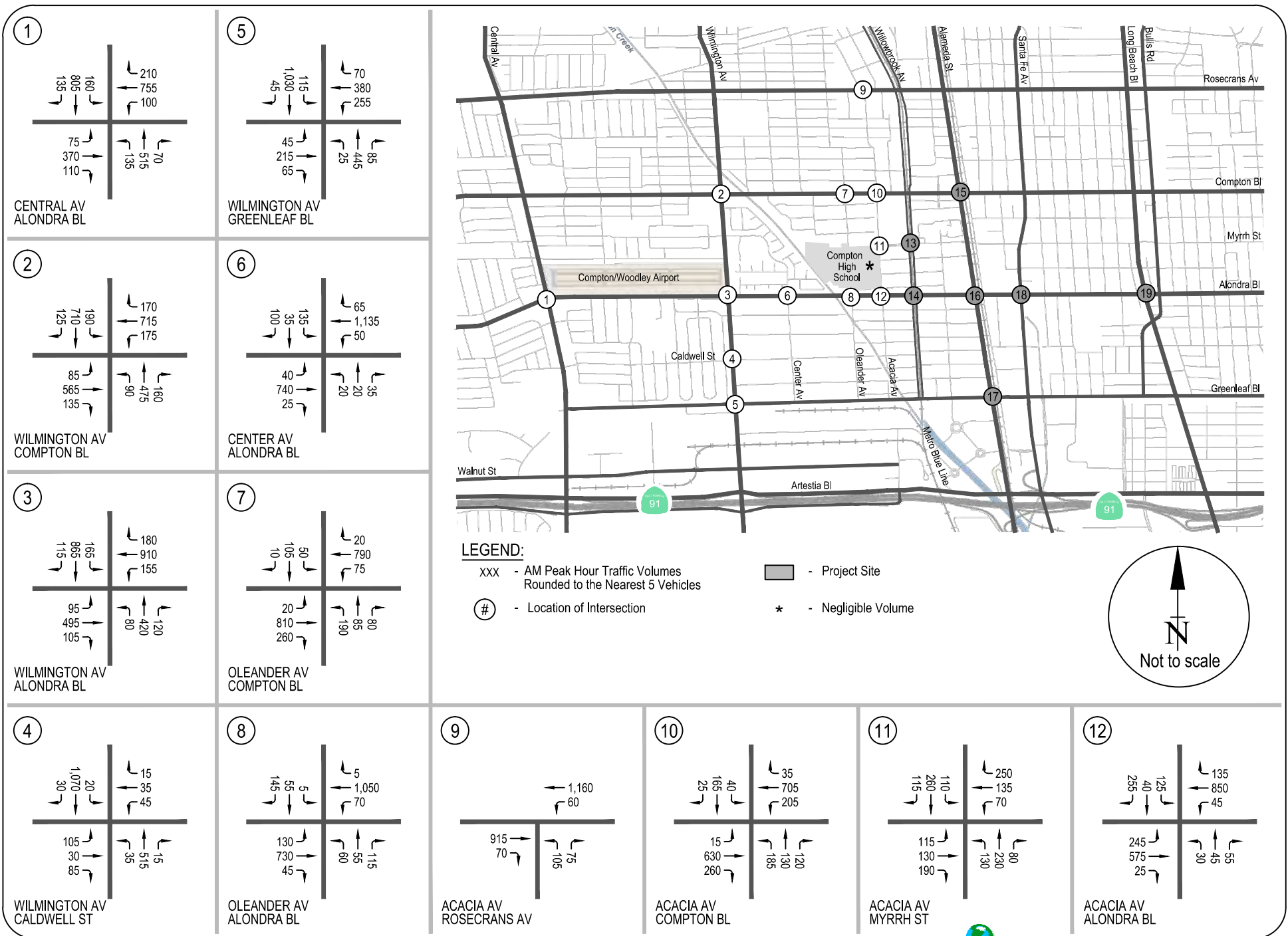
Figure 5-4: Recommended Bikeway Network



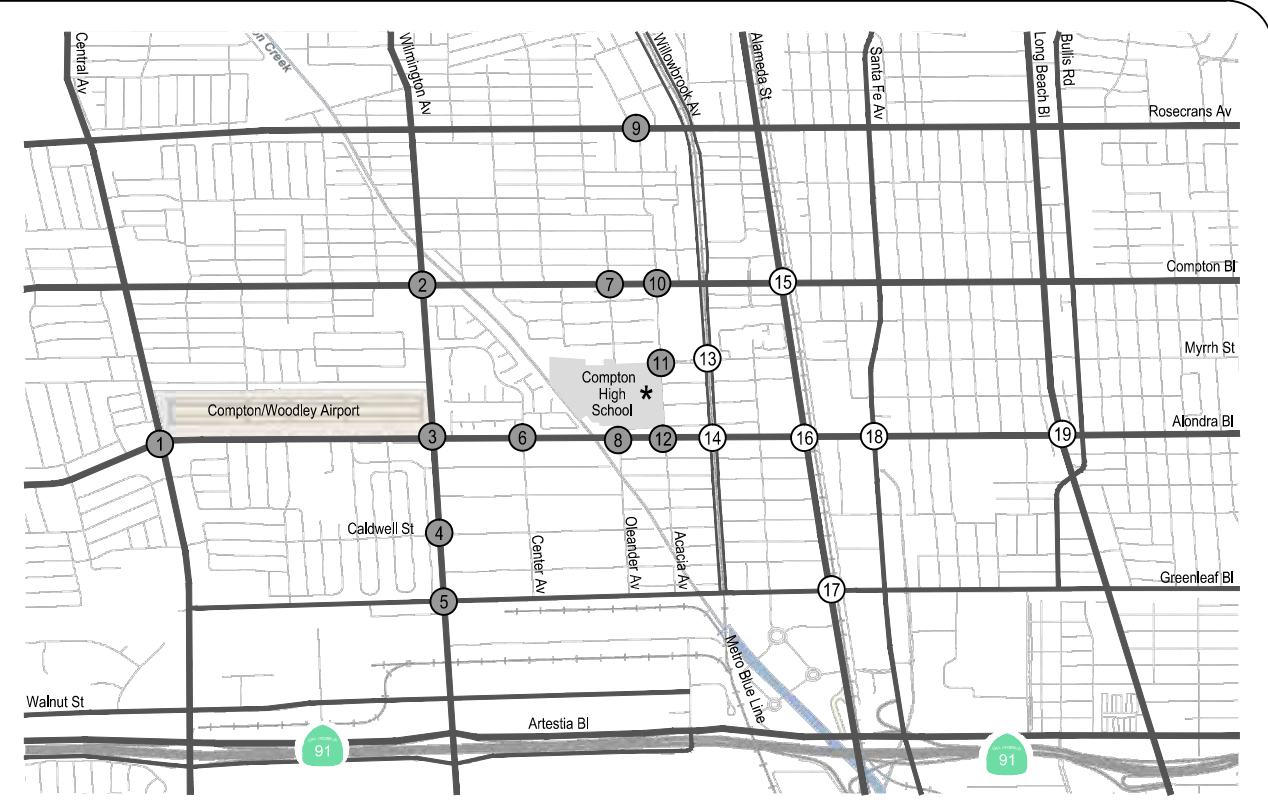
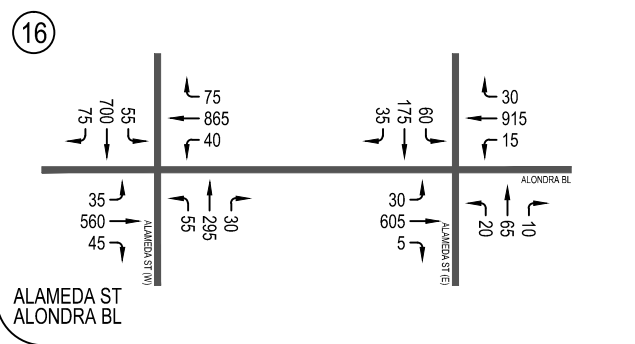
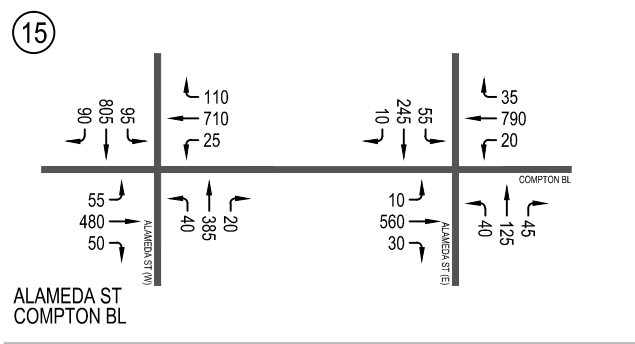
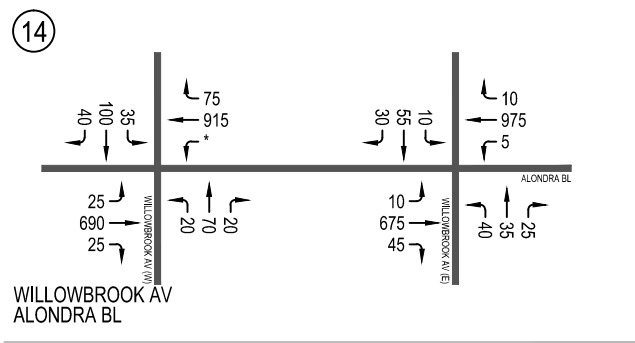
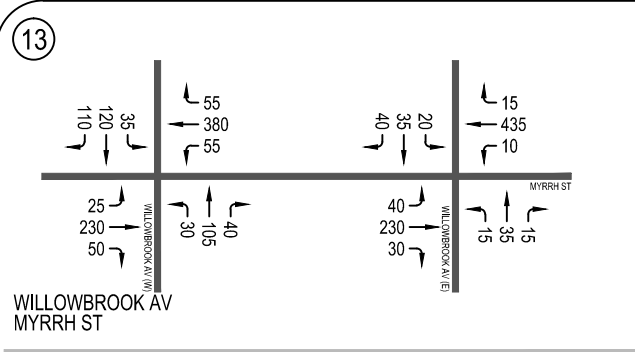
## **APPENDIX F**

**Existing (Year 2017) Baseline AM Peak Hour Traffic Volumes  
and Level of Service Worksheets**

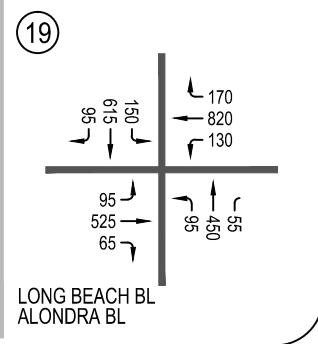
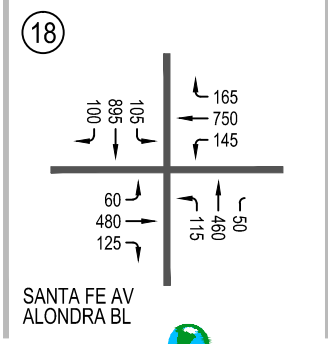
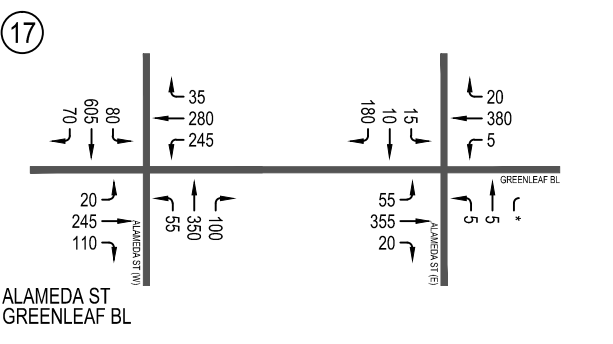
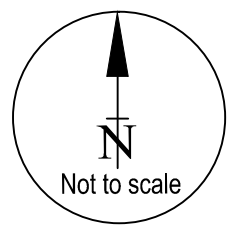




APPENDIX F-1  
 EXISTING (2017) BASELINE CONDITIONS - AM PEAK HOUR TRAFFIC VOLUMES



**LEGEND:**  
 xxx - AM Peak Hour Traffic Volumes Rounded to the Nearest 5 Vehicles  
 # - Location of Intersection  
 \* - Negligible Volume



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 1**  
**North/South Street:** CENTRAL AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	135	0	0.000	N-S(1): 0.285
	TH	2.00	803	3,200	0.293 *	N-S(2): 0.379 *
	LT	1.00	162	1,600	0.101	E-W(1): 0.214
Westbound	RT	1.00	212	1,600	0.031	E-W(2): 0.285 *
	TH	2.00	757	3,200	0.237 *	
	LT	1.00	101	1,600	0.063	V/C: 0.664
Northbound	RT	0.00	72	0	0.000	Lost Time: 0.100
	TH	2.00	516	3,200	0.184	
	LT	1.00	137	1,600	0.086 *	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.764
	TH	2.00	372	3,200	0.151	
	LT	1.00	77	1,600	0.048 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 2**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	127	0	0.000	N-S(1): 0.267
	TH	2.00	712	3,200	0.262 *	N-S(2): 0.320 *
	LT	1.00	189	1,600	0.118	E-W(1): 0.328 *
Westbound	RT	1.00	169	1,600	0.000	E-W(2): 0.275
	TH	2.00	714	3,200	0.223	
	LT	1.00	176	1,600	0.110 *	V/C: 0.648
Northbound	RT	1.00	158	1,600	0.000	Lost Time: 0.100
	TH	2.00	477	3,200	0.149	
	LT	1.00	92	1,600	0.058 *	
Eastbound	RT	0.00	134	0	0.000	ICU: 0.748
	TH	2.00	563	3,200	0.218 *	
	LT	1.00	83	1,600	0.052	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 3**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	115	0	0.000	N-S(1): 0.271
	TH	2.00	867	3,200	0.307 *	N-S(2): 0.358 *
	LT	1.00	163	1,600	0.102	E-W(1): 0.252
Westbound	RT	0.00	179	0	0.000	E-W(2): 0.400 *
	TH	2.00	908	3,200	0.340 *	V/C: 0.758
	LT	1.00	156	1,600	0.098	Lost Time: 0.100
Northbound	RT	0.00	120	0	0.000	
	TH	2.00	422	3,200	0.169	
	LT	1.00	82	1,600	0.051 *	
Eastbound	RT	1.00	103	1,600	0.013	ICU: 0.858
	TH	2.00	494	3,200	0.154	
	LT	1.00	96	1,600	0.060 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 4**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** CALDWELL STREET  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane:	1200 vph	N-S Split Phase :	N
Left-Turn Lane:	1200 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	28	0	0.000	N-S(1): 0.237
	TH	2.00	1,070	2,400	0.458 *	N-S(2): 0.488 *
	LT	1.00	19	1,200	0.016	E-W(1): 0.222 *
Westbound	RT	0.00	13	0	0.000	E-W(2): 0.164
	TH	1.00	34	1,200	0.078	
	LT	0.00	47	1,200	0.039 *	V/C: 0.710
Northbound	RT	0.00	16	0	0.000	Lost Time: 0.100
	TH	2.00	515	2,400	0.221	
	LT	1.00	36	1,200	0.030 *	
Eastbound	RT	0.00	86	0	0.000	ICU: 0.810
	TH	1.00	31	1,200	0.183 *	
	LT	0.00	103	1,200	0.086	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 5**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** GREENLEAF BOULEVARD  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	47	0	0.000	N-S(1): 0.213
	TH	2.00	1,029	3,200	0.336 *	N-S(2): 0.353 *
	LT	1.00	117	1,600	0.073	E-W(1): 0.335 *
Westbound	RT	0.00	71	0	0.000	E-W(2): 0.311
	TH	1.00	381	1,600	0.283	
	LT	1.00	255	1,600	0.159 *	V/C: 0.688
Northbound	RT	1.00	85	1,600	0.000	Lost Time: 0.100
	TH	2.00	447	3,200	0.140	
	LT	1.00	27	1,600	0.017 *	
Eastbound	RT	0.00	66	0	0.000	ICU: 0.788
	TH	1.00	216	1,600	0.176 *	
	LT	1.00	44	1,600	0.028	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 6**  
**North/South Street:** CENTER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	99	0	0.000	N-S(1): 0.131
	TH	1.00	35	1,600	0.168 *	N-S(2): 0.181 *
	LT	0.00	135	1,600	0.084	E-W(1): 0.270
Westbound	RT	0.00	63	0	0.000	E-W(2): 0.401 *
	TH	2.00	1,136	3,200	0.375 *	V/C: 0.582
	LT	1.00	51	1,600	0.032	Lost Time: 0.100
Northbound	RT	0.00	36	0	0.000	
	TH	1.00	19	1,600	0.047	
	LT	0.00	20	1,600	0.013 *	
Eastbound	RT	0.00	24	0	0.000	ICU: 0.682
	TH	2.00	738	3,200	0.238	
	LT	1.00	42	1,600	0.026 *	LOS: B

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	9	0	0.000	N-S(1): 0.254 *
	TH	1.00	103	1,600	0.101	N-S(2): 0.219
	LT	0.00	50	1,600	0.031 *	E-W(1): 0.380 *
Westbound	RT	0.00	21	0	0.000	E-W(2): 0.267
	TH	2.00	791	3,200	0.254	V/C: 0.634
	LT	1.00	74	1,600	0.046 *	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	1.00	87	1,600	0.223 *	
	LT	0.00	188	1,600	0.118	
Eastbound	RT	0.00	260	0	0.000	ICU: 0.734
	TH	2.00	810	3,200	0.334 *	
	LT	1.00	21	1,600	0.013	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	147	0	0.000	N-S(1): 0.150
	TH	1.00	56	1,600	0.131 *	N-S(2): 0.170 *
	LT	0.00	6	1,600	0.004	E-W(1): 0.286
Westbound	RT	1.00	5	1,600	0.000	E-W(2): 0.408 *
	TH	2.00	1,051	3,200	0.328 *	V/C: 0.578
	LT	1.00	68	1,600	0.043	Lost Time: 0.100
Northbound	RT	0.00	115	0	0.000	
	TH	1.00	57	1,600	0.146	
	LT	0.00	62	1,600	0.039 *	
Eastbound	RT	0.00	47	0	0.000	ICU: 0.678
	TH	2.00	729	3,200	0.243	
	LT	1.00	128	1,600	0.080 *	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 9**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ROSECRANS AVENUE  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.113 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.065
	LT	0.00	0	0	0.000 *	E-W(1): 0.346
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.362 *
	TH	2.00	1,158	3,200	0.362 *	V/C: 0.475
	LT	1.00	61	1,600	0.038	Lost Time: 0.100
Northbound	RT	0.00	77	0	0.000	
	TH	1.00	0	1,600	0.113 *	
	LT	0.00	104	1,600	0.065	
Eastbound	RT	0.00	71	0	0.000	ICU: 0.575
	TH	2.00	914	3,200	0.308	
	LT	0.00	0	0	0.000 *	LOS: A

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	27	0	0.000	N-S(1): 0.107
	TH	1.00	165	1,600	0.144 *	N-S(2): 0.258 *
	LT	0.00	39	1,600	0.024	E-W(1): 0.407 *
Westbound	RT	0.00	34	0	0.000	E-W(2): 0.239
	TH	2.00	703	3,200	0.230	V/C: 0.665
	LT	1.00	207	1,600	0.129 *	Lost Time: 0.100
Northbound	RT	1.00	119	1,600	0.000	
	TH	1.00	132	1,600	0.083	
	LT	1.00	183	1,600	0.114 *	
Eastbound	RT	0.00	258	0	0.000	ICU: 0.765
	TH	2.00	632	3,200	0.278 *	
	LT	1.00	15	1,600	0.009	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	113	1,600	0.000	N-S(1): 0.305 * N-S(2): 0.000 E-W(1): 0.317 * E-W(2): 0.162
	TH	1.00	258	1,600	0.161 *	
	LT	1.00	110	1,600	0.069	
Westbound	RT	1.00	252	1,600	0.089	V/C: 0.622 Lost Time: 0.100
	TH	2.00	134	3,200	0.042	
	LT	1.00	70	1,600	0.044 *	
Northbound	RT	1.00	80	1,600	0.006	ICU: 0.722
	TH	1.00	230	1,600	0.144 *	
	LT	1.00	130	1,600	0.081	
Eastbound	RT	0.00	188	0	0.000	LOS: C
	TH	1.00	132	1,600	0.273 *	
	LT	0.00	116	1,600	0.073	

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	257	0	0.000	N-S(1): 0.158
	TH	1.00	38	1,600	0.261 *	N-S(2): 0.279 *
	LT	0.00	123	1,600	0.077	E-W(1): 0.216
Westbound	RT	1.00	134	1,600	0.007	E-W(2): 0.419 *
	TH	2.00	849	3,200	0.265 *	V/C: 0.698
	LT	1.00	44	1,600	0.028	Lost Time: 0.100
Northbound	RT	0.00	57	0	0.000	
	TH	1.00	43	1,600	0.081	
	LT	0.00	29	1,600	0.018 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.798
	TH	2.00	574	3,200	0.188	
	LT	1.00	247	1,600	0.154 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: AM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	111	1,168	0.074	N-S(1): 0.152 * N-S(2): 0.132 E-W(1): 0.098 E-W(2): 0.230 *
	TH	1.00	120	1,168	0.132	
	LT	0.00	34	0	0.000 *	
Westbound	RT	0.00	57	0	0.000	
	TH	2.00	378	2,336	0.209 *	
	LT	0.00	53	0	0.000	
Northbound	RT	0.00	42	0	0.000	
	TH	1.00	104	1,168	0.152 *	
	LT	0.00	32	0	0.000	
Eastbound	RT	1.00	49	1,168	0.015	
	TH	2.00	228	2,336	0.098	
	LT	1.00	25	1,168	0.021 *	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	38	0	0.000	N-S(1): 0.059 N-S(2): 0.078 * E-W(1): 0.121 E-W(2): 0.193 *
	TH	1.00	36	1,168	0.063 *	
	LT	1.00	21	1,168	0.018	
Westbound	RT	0.00	16	0	0.000	
	TH	2.00	435	2,336	0.193 *	
	LT	1.00	10	1,168	0.009	
Northbound	RT	0.00	15	0	0.000	
	TH	1.00	33	1,168	0.041	
	LT	1.00	17	1,168	0.015 *	
Eastbound	RT	0.00	30	0	0.000	
	TH	1.00	231	2,336	0.112	
	LT	1.00	40	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.152
Gate Lost Time (sec)-	54	46	47	E-W:	0.230
	46	47	46		
Total Seconds-	286			V/C:	0.382
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.482
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT</b>						
<b>INT # 14</b>						
<b>North/South Street: WILLOWBROOK AVENUE</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: EXISTING BASELINE CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>WILLOWBROOK AV (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	39	0	0.000	N-S(1): 0.093
	TH	1.00	100	1,168	0.151 *	N-S(2): 0.151 *
	LT	0.00	37	0	0.000	E-W(1): 0.296
Westbound	RT	0.00	73	0	0.000	E-W(2): 0.445 *
	TH	2.00	917	2,336	0.424 *	
	LT	0.00	1	0	0.000	
Northbound	RT	0.00	18	0	0.000	
	TH	1.00	69	1,168	0.093	
	LT	0.00	22	0	0.000 *	
Eastbound	RT	1.00	25	1,168	0.003	
	TH	2.00	692	2,336	0.296	
	LT	1.00	25	1,168	0.021 *	
<b>WILLOWBROOK AV (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	31	0	0.000	N-S(1): 0.060
	TH	1.00	54	1,168	0.073 *	N-S(2): 0.108 *
	LT	1.00	12	1,168	0.010	E-W(1): 0.318
Westbound	RT	1.00	11	1,168	0.000	E-W(2): 0.417 *
	TH	2.00	974	2,336	0.417 *	
	LT	1.00	7	1,168	0.006	
Northbound	RT	0.00	23	0	0.000	
	TH	1.00	35	1,168	0.050	
	LT	1.00	41	1,168	0.035 *	
Eastbound	RT	0.00	45	0	0.000	
	TH	2.00	676	2,336	0.312	
	LT	0.00	8	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.151
Gate Lost Time (sec)-	49	45	46	E-W:	0.445
	47	52	49		
Total Seconds-	288			V/C:	0.596
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.696
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	B
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				



<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 15</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: COMPTON BOULEVARD</b>						
<b>Scenario: EXISTING BASELINE CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	90	0	0.000	N-S(1): 0.188
	TH	2.00	807	3,200	0.280 *	N-S(2): 0.304 *
	LT	1.00	97	1,600	0.061	E-W(1): 0.182
Westbound	RT	0.00	108	0	0.000	E-W(2): 0.290 *
	TH	2.00	711	3,200	0.256 *	
	LT	1.00	25	1,600	0.016	
Northbound	RT	0.00	21	0	0.000	
	TH	2.00	386	3,200	0.127	
	LT	1.00	39	1,600	0.024 *	
Eastbound	RT	0.00	51	0	0.000	
	TH	2.00	480	3,200	0.166	
	LT	1.00	55	1,600	0.034 *	
<b>ALAMEDA ST (E)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.140
	TH	1.00	245	1,600	0.161 *	N-S(2): 0.187 *
	LT	1.00	57	1,600	0.036	E-W(1): 0.195
Westbound	RT	1.00	37	1,600	0.000	E-W(2): 0.253 *
	TH	2.00	792	3,200	0.248 *	
	LT	1.00	18	1,600	0.011	
Northbound	RT	0.00	43	0	0.000	
	TH	1.00	124	1,600	0.104	
	LT	1.00	41	1,600	0.026 *	
Eastbound	RT	0.00	28	0	0.000	
	TH	2.00	562	3,200	0.184	
	LT	1.00	8	1,600	0.005 *	

\* = Critical Movement

N-S:	0.304
E-W:	0.290
V/C:	0.594
Lost Time:	0.100
<hr/>	
ICU:	0.694
LOS:	B

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 16</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: EXISTING BASELINE CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.135
	TH	2.00	699	3,200	0.242 *	N-S(2): 0.276 *
	LT	1.00	55	1,600	0.034	E-W(1): 0.011
Westbound	RT	1.00	73	1,600	0.011	E-W(2): 0.188 *
	TH	2.00	867	3,200	0.271 *	
	LT	1.00	40	1,600	0.025	
Northbound	RT	0.00	29	0	0.000	
	TH	2.00	293	3,200	0.101	
	LT	1.00	54	1,600	0.034 *	
Eastbound	RT	0.00	44	0	0.000	
	TH	2.00	558	3,200	0.188	
	LT	1.00	34	1,600	0.021 *	
<b>ALAMEDA ST (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	37	0	0.000	N-S(1): 0.083
	TH	1.00	177	1,600	0.134 *	N-S(2): 0.146 *
	LT	1.00	59	1,600	0.037	E-W(1): 0.296 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.190
	TH	2.00	916	3,200	0.296 *	
	LT	1.00	13	1,600	0.008	
Northbound	RT	0.00	9	0	0.000	
	TH	1.00	65	1,600	0.046	
	LT	1.00	19	1,600	0.012 *	
Eastbound	RT	0.00	5	0	0.000	
	TH	2.00	603	3,200	0.190	
	LT	1.00	32	1,600	0.020 *	

\* = Critical Movement

N-S:	0.276
E-W:	0.296
V/C:	0.572
Lost Time:	0.100
<hr/>	
ICU:	0.672
LOS:	B

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 17</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: GREENLEAF BOULEVARD</b>						
<b>Scenario: EXISTING BASELINE CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	68	0	0.000	N-S(1): 0.191
	TH	2.00	604	3,200	0.210 *	N-S(2): 0.244 *
	LT	1.00	78	1,600	0.049	E-W(1): 0.266 *
Westbound	RT	1.00	35	1,600	0.000	E-W(2): 0.102
	TH	2.00	282	3,200	0.088	
	LT	1.00	247	1,600	0.154 *	
Northbound	RT	0.00	102	0	0.000	
	TH	2.00	352	3,200	0.142	
	LT	1.00	55	1,600	0.034 *	
Eastbound	RT	0.00	111	0	0.000	
	TH	2.00	247	3,200	0.112 *	
	LT	1.00	22	1,600	0.014	
<b>ALAMEDA ST (E)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	178	1,600	0.078 *	N-S(1): 0.011
	TH	1.00	8	1,600	0.005	N-S(2): 0.081 *
	LT	1.00	15	1,600	0.009	E-W(1): 0.137
Westbound	RT	1.00	18	1,600	0.002	E-W(2): 0.272 *
	TH	1.00	381	1,600	0.238 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	0	0	0.000	
	TH	1.00	3	1,600	0.002	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	18	0	0.000	LOS: A
	TH	2.00	356	3,200	0.134	
	LT	0.00	54	1,600	0.034 *	

\* = Critical Movement

N-S:	0.244
E-W:	0.272
V/C:	0.516
Lost Time:	0.100
<hr/>	
ICU:	0.616
LOS:	B

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 18**  
**North/South Street:** SANTA FE AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	99	0	0.000	N-S(1): 0.225
	TH	2.00	893	3,200	0.310 *	N-S(2): 0.382 *
	LT	1.00	104	1,600	0.065	E-W(1): 0.242
Westbound	RT	1.00	165	1,600	0.038	E-W(2): 0.272 *
	TH	2.00	749	3,200	0.234 *	
	LT	1.00	146	1,600	0.091	V/C: 0.654
Northbound	RT	0.00	52	0	0.000	Lost Time: 0.100
	TH	2.00	459	3,200	0.160	
	LT	1.00	115	1,600	0.072 *	
Eastbound	RT	1.00	127	1,600	0.008	ICU: 0.754
	TH	2.00	482	3,200	0.151	
	LT	1.00	60	1,600	0.038 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 19**  
**North/South Street:** LONG BEACH BOULEVARD  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING BASELINE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	94	0	0.000	N-S(1): 0.250
	TH	2.00	615	3,200	0.222 *	N-S(2): 0.281 *
	LT	1.00	148	1,600	0.093	E-W(1): 0.245
Westbound	RT	1.00	170	1,600	0.014	E-W(2): 0.314 *
	TH	2.00	820	3,200	0.256 *	
	LT	1.00	130	1,600	0.081	V/C: 0.595
Northbound	RT	0.00	55	0	0.000	Lost Time: 0.100
	TH	2.00	448	3,200	0.157	
	LT	1.00	95	1,600	0.059 *	
Eastbound	RT	1.00	64	1,600	0.000	ICU: 0.695
	TH	2.00	526	3,200	0.164	
	LT	1.00	93	1,600	0.058 *	LOS: B

\* = Critical Movement

## **APPENDIX G**

**Existing (Year 2017) Baseline Plus Project AM Peak Hour Traffic Volumes  
and Level of Service Worksheets**

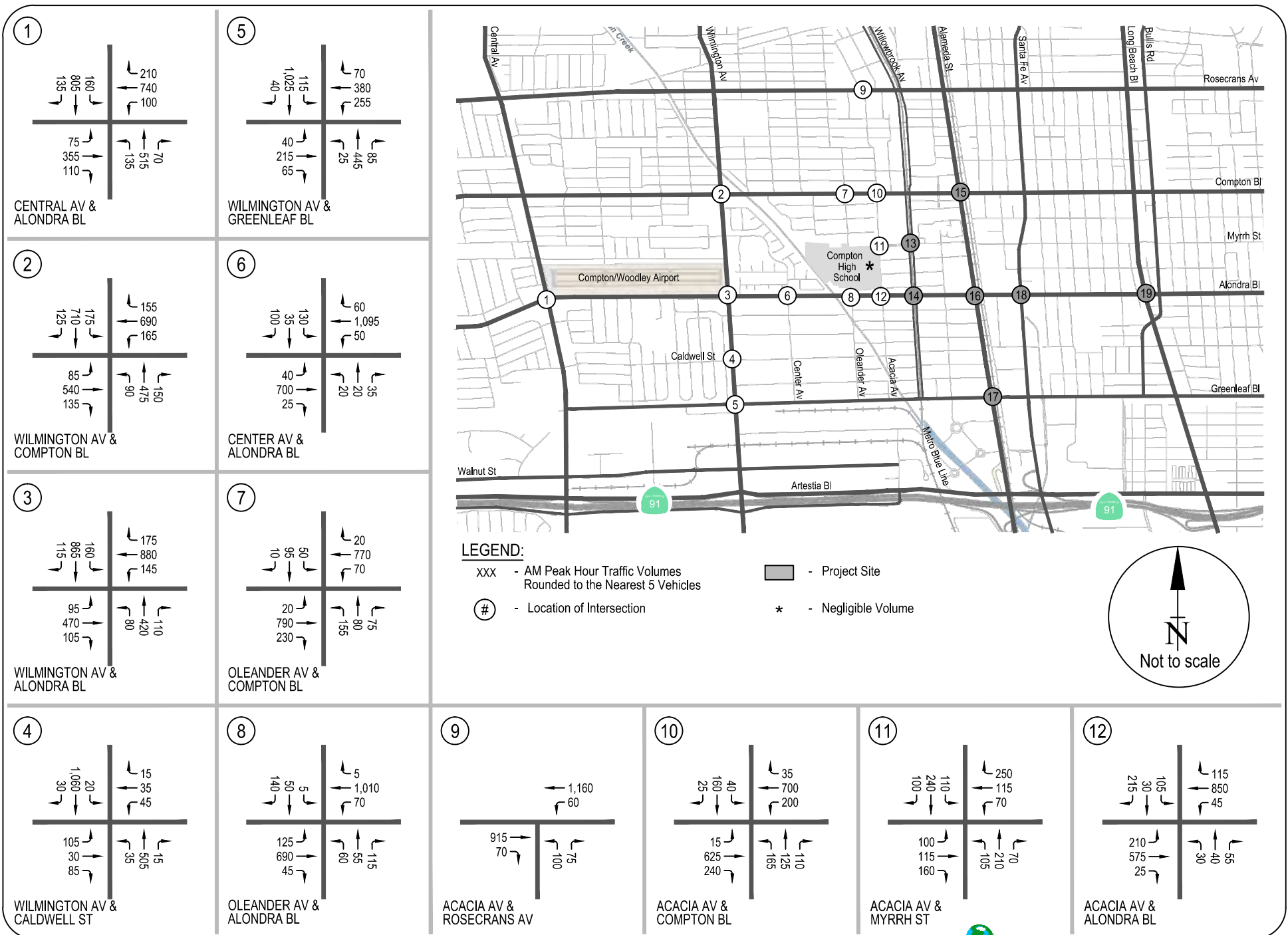


FIGURE G-1  
EXISTING (YEAR 2017) BASELINE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES



FIGURE G-2  
EXISTING (YEAR 2017) BASELINE PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 1**  
**North/South Street:** CENTRAL AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	135	0	0.000	N-S(1): 0.285
	TH	2.00	803	3,200	0.293 *	N-S(2): 0.379 *
	LT	1.00	162	1,600	0.101	E-W(1): 0.208
Westbound	RT	1.00	212	1,600	0.031	E-W(2): 0.279 *
	TH	2.00	738	3,200	0.231 *	V/C: 0.658
	LT	1.00	101	1,600	0.063	Lost Time: 0.100
Northbound	RT	0.00	72	0	0.000	
	TH	2.00	516	3,200	0.184	
	LT	1.00	137	1,600	0.086 *	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.758
	TH	2.00	355	3,200	0.145	
	LT	1.00	77	1,600	0.048 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 2**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	127	0	0.000	N-S(1): 0.260
	TH	2.00	712	3,200	0.262 *	N-S(2): 0.320 *
	LT	1.00	177	1,600	0.111	E-W(1): 0.315 *
Westbound	RT	1.00	156	1,600	0.000	E-W(2): 0.268
	TH	2.00	690	3,200	0.216	
	LT	1.00	167	1,600	0.104 *	V/C: 0.635
Northbound	RT	1.00	149	1,600	0.000	Lost Time: 0.100
	TH	2.00	477	3,200	0.149	
	LT	1.00	92	1,600	0.058 *	
Eastbound	RT	0.00	134	0	0.000	ICU: 0.735
	TH	2.00	541	3,200	0.211 *	
	LT	1.00	83	1,600	0.052	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 3**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	115	0	0.000	N-S(1): 0.267
	TH	2.00	867	3,200	0.307 *	N-S(2): 0.358 *
	LT	1.00	160	1,600	0.100	E-W(1): 0.238
Westbound	RT	0.00	175	0	0.000	E-W(2): 0.390 *
	TH	2.00	880	3,200	0.330 *	V/C: 0.748
	LT	1.00	147	1,600	0.092	Lost Time: 0.100
Northbound	RT	0.00	111	0	0.000	
	TH	2.00	422	3,200	0.167	
	LT	1.00	82	1,600	0.051 *	
Eastbound	RT	1.00	103	1,600	0.013	ICU: 0.848
	TH	2.00	468	3,200	0.146	
	LT	1.00	96	1,600	0.060 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 4**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** CALDWELL STREET  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1200 vph	N-S Split Phase : N
Left-Turn Lane: 1200 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	28	0	0.000	N-S(1): 0.234
	TH	2.00	1,061	2,400	0.454 *	N-S(2): 0.484 *
	LT	1.00	19	1,200	0.016	E-W(1): 0.222 *
Westbound	RT	0.00	13	0	0.000	E-W(2): 0.164
	TH	1.00	34	1,200	0.078	
	LT	0.00	47	1,200	0.039 *	V/C: 0.706
Northbound	RT	0.00	16	0	0.000	Lost Time: 0.100
	TH	2.00	506	2,400	0.218	
	LT	1.00	36	1,200	0.030 *	
Eastbound	RT	0.00	86	0	0.000	ICU: 0.806
	TH	1.00	31	1,200	0.183 *	
	LT	0.00	103	1,200	0.086	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 5**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** GREENLEAF BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.212
	TH	2.00	1,025	3,200	0.333 *	N-S(2): 0.350 *
	LT	1.00	117	1,600	0.073	E-W(1): 0.335 *
Westbound	RT	0.00	71	0	0.000	E-W(2): 0.307
	TH	1.00	381	1,600	0.283	
	LT	1.00	255	1,600	0.159 *	V/C: 0.685
Northbound	RT	1.00	85	1,600	0.000	Lost Time: 0.100
	TH	2.00	444	3,200	0.139	
	LT	1.00	27	1,600	0.017 *	
Eastbound	RT	0.00	66	0	0.000	ICU: 0.785
	TH	1.00	216	1,600	0.176 *	
	LT	1.00	39	1,600	0.024	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 6**  
**North/South Street:** CENTER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	99	0	0.000	N-S(1): 0.129
	TH	1.00	35	1,600	0.166 *	N-S(2): 0.179 *
	LT	0.00	132	1,600	0.083	E-W(1): 0.257
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.387 *
	TH	2.00	1,095	3,200	0.361 *	V/C: 0.566
	LT	1.00	49	1,600	0.031	Lost Time: 0.100
Northbound	RT	0.00	34	0	0.000	
	TH	1.00	19	1,600	0.046	
	LT	0.00	20	1,600	0.013 *	
Eastbound	RT	0.00	24	0	0.000	ICU: 0.666
	TH	2.00	700	3,200	0.226	
	LT	1.00	42	1,600	0.026 *	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	9	0	0.000	N-S(1): 0.224 *
	TH	1.00	94	1,600	0.096	N-S(2): 0.193
	LT	0.00	50	1,600	0.031 *	E-W(1): 0.362 *
Westbound	RT	0.00	21	0	0.000	E-W(2): 0.261
	TH	2.00	771	3,200	0.248	V/C: 0.586
	LT	1.00	69	1,600	0.043 *	Lost Time: 0.100
Northbound	RT	0.00	75	0	0.000	
	TH	1.00	78	1,600	0.193 *	
	LT	0.00	155	1,600	0.097	
Eastbound	RT	0.00	229	0	0.000	ICU: 0.686
	TH	2.00	791	3,200	0.319 *	
	LT	1.00	21	1,600	0.013	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	141	0	0.000	N-S(1): 0.148
	TH	1.00	52	1,600	0.124 *	N-S(2): 0.163 *
	LT	0.00	6	1,600	0.004	E-W(1): 0.274
Westbound	RT	1.00	5	1,600	0.000	E-W(2): 0.393 *
	TH	2.00	1,010	3,200	0.316 *	V/C: 0.556
	LT	1.00	68	1,600	0.043	Lost Time: 0.100
Northbound	RT	0.00	115	0	0.000	
	TH	1.00	54	1,600	0.144	
	LT	0.00	62	1,600	0.039 *	
Eastbound	RT	0.00	47	0	0.000	ICU: 0.656
	TH	2.00	691	3,200	0.231	
	LT	1.00	123	1,600	0.077 *	LOS: B

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 9**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ROSECRANS AVENUE  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.109 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.063
	LT	0.00	0	0	0.000 *	E-W(1): 0.344
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.362 *
	TH	2.00	1,158	3,200	0.362 *	V/C: 0.471
	LT	1.00	59	1,600	0.037	Lost Time: 0.100
Northbound	RT	0.00	75	0	0.000	
	TH	1.00	0	1,600	0.109 *	
	LT	0.00	100	1,600	0.063	
Eastbound	RT	0.00	68	0	0.000	ICU: 0.571
	TH	2.00	914	3,200	0.307	
	LT	0.00	0	0	0.000 *	LOS: A

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	27	0	0.000	N-S(1): 0.103
	TH	1.00	160	1,600	0.141 *	N-S(2): 0.243 *
	LT	0.00	39	1,600	0.024	E-W(1): 0.394 *
Westbound	RT	0.00	34	0	0.000	E-W(2): 0.238
	TH	2.00	698	3,200	0.229	V/C: 0.637
	LT	1.00	198	1,600	0.124 *	Lost Time: 0.100
Northbound	RT	1.00	110	1,600	0.000	
	TH	1.00	126	1,600	0.079	
	LT	1.00	163	1,600	0.102 *	
Eastbound	RT	0.00	239	0	0.000	ICU: 0.737
	TH	2.00	626	3,200	0.270 *	
	LT	1.00	15	1,600	0.009	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	98	1,600	0.000	N-S(1): 0.283 *
	TH	1.00	241	1,600	0.151 *	N-S(2): 0.000
	LT	1.00	110	1,600	0.069	E-W(1): 0.277 *
Westbound	RT	1.00	252	1,600	0.089	E-W(2): 0.151
	TH	2.00	117	3,200	0.037	V/C: 0.560
	LT	1.00	70	1,600	0.044 *	Lost Time: 0.100
Northbound	RT	1.00	71	1,600	0.001	
	TH	1.00	211	1,600	0.132 *	
	LT	1.00	104	1,600	0.065	
Eastbound	RT	0.00	160	0	0.000	ICU: 0.660
	TH	1.00	113	1,600	0.233 *	
	LT	0.00	99	1,600	0.062	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	216	0	0.000	N-S(1): 0.143
	TH	1.00	32	1,600	0.220 *	N-S(2): 0.238 *
	LT	0.00	104	1,600	0.065	E-W(1): 0.216
Westbound	RT	1.00	117	1,600	0.008	E-W(2): 0.396 *
	TH	2.00	849	3,200	0.265 *	V/C: 0.634
	LT	1.00	44	1,600	0.028	Lost Time: 0.100
Northbound	RT	0.00	57	0	0.000	
	TH	1.00	38	1,600	0.078	
	LT	0.00	29	1,600	0.018 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.734
	TH	2.00	574	3,200	0.188	
	LT	1.00	209	1,600	0.131 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: AM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	108	1,168	0.074	N-S(1): 0.152 * N-S(2): 0.132 E-W(1): 0.091 E-W(2): 0.221 *
	TH	1.00	120	1,168	0.132	
	LT	0.00	34	0	0.000 *	
Westbound	RT	0.00	57	0	0.000	
	TH	2.00	364	2,336	0.203 *	
	LT	0.00	53	0	0.000	
Northbound	RT	0.00	42	0	0.000	
	TH	1.00	104	1,168	0.152 *	
	LT	0.00	32	0	0.000	
Eastbound	RT	1.00	40	1,168	0.007	
	TH	2.00	213	2,336	0.091	
	LT	1.00	21	1,168	0.018 *	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	38	0	0.000	N-S(1): 0.059 N-S(2): 0.078 * E-W(1): 0.114 E-W(2): 0.187 *
	TH	1.00	36	1,168	0.063 *	
	LT	1.00	21	1,168	0.018	
Westbound	RT	0.00	16	0	0.000	
	TH	2.00	421	2,336	0.187 *	
	LT	1.00	10	1,168	0.009	
Northbound	RT	0.00	15	0	0.000	
	TH	1.00	33	1,168	0.041	
	LT	1.00	17	1,168	0.015 *	
Eastbound	RT	0.00	30	0	0.000	
	TH	1.00	216	2,336	0.105	
	LT	1.00	40	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.152
Gate Lost Time (sec)-	54	46	47	E-W:	0.221
	46	47	46		
Total Seconds-	286			V/C:	0.373
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.473
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 14</b>						
<b>North/South Street: WILLOWBROOK AVENUE</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: EXISTING PLUS PROJECT CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>WILLOWBROOK AV (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	39	0	0.000	N-S(1): 0.091
	TH	1.00	100	1,168	0.151 *	N-S(2): 0.151 *
	LT	0.00	37	0	0.000	E-W(1): 0.290
Westbound	RT	0.00	73	0	0.000	E-W(2): 0.439 *
	TH	2.00	903	2,336	0.418 *	
	LT	0.00	1	0	0.000	
Northbound	RT	0.00	18	0	0.000	
	TH	1.00	69	1,168	0.091	
	LT	0.00	19	0	0.000 *	
Eastbound	RT	1.00	21	1,168	0.002	
	TH	2.00	677	2,336	0.290	
	LT	1.00	25	1,168	0.021 *	
<b>WILLOWBROOK AV (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	28	0	0.000	N-S(1): 0.060
	TH	1.00	54	1,168	0.070 *	N-S(2): 0.103 *
	LT	1.00	12	1,168	0.010	E-W(1): 0.312
Westbound	RT	1.00	11	1,168	0.000	E-W(2): 0.414 *
	TH	2.00	967	2,336	0.414 *	
	LT	1.00	7	1,168	0.006	
Northbound	RT	0.00	23	0	0.000	
	TH	1.00	35	1,168	0.050	
	LT	1.00	38	1,168	0.033 *	
Eastbound	RT	0.00	41	0	0.000	
	TH	2.00	669	2,336	0.306	
	LT	0.00	4	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.151
Gate Lost Time (sec)-	49	45	46	E-W:	0.439
	47	52	49		
Total Seconds-	288			V/C:	0.590
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.690
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	B
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 15**  
**North/South Street:** ALAMEDA STREET  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

**Peak Period: AM PEAK HOUR**  
**ALAMEDA ST (W)/COMPTON BL**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	87	0	0.000	N-S(1): 0.188
	TH	2.00	807	3,200	0.279 *	N-S(2): 0.303 *
	LT	1.00	97	1,600	0.061	E-W(1): 0.179
Westbound	RT	0.00	108	0	0.000	E-W(2): 0.285 *
	TH	2.00	701	3,200	0.253 *	
	LT	1.00	25	1,600	0.016	
Northbound	RT	0.00	21	0	0.000	
	TH	2.00	386	3,200	0.127	
	LT	1.00	39	1,600	0.024 *	
Eastbound	RT	0.00	51	0	0.000	
	TH	2.00	469	3,200	0.163	
	LT	1.00	51	1,600	0.032 *	

**ALAMEDA ST (E)/COMPTON BL**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	12	0	0.000	N-S(1): 0.140
	TH	1.00	245	1,600	0.161 *	N-S(2): 0.187 *
	LT	1.00	57	1,600	0.036	E-W(1): 0.192
Westbound	RT	1.00	37	1,600	0.000	E-W(2): 0.249 *
	TH	2.00	782	3,200	0.244 *	
	LT	1.00	18	1,600	0.011	
Northbound	RT	0.00	43	0	0.000	
	TH	1.00	124	1,600	0.104	
	LT	1.00	41	1,600	0.026 *	
Eastbound	RT	0.00	28	0	0.000	
	TH	2.00	551	3,200	0.181	
	LT	1.00	8	1,600	0.005 *	

\* = Critical Movement

N-S:	0.303
E-W:	0.285
V/C:	0.588
Lost Time:	0.100
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ICU:	0.688
LOS:	B

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 16</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: EXISTING PLUS PROJECT CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.134
	TH	2.00	697	3,200	0.241 *	N-S(2): 0.275 *
	LT	1.00	55	1,600	0.034	E-W(1): 0.011
Westbound	RT	1.00	73	1,600	0.011	E-W(2): 0.187 *
	TH	2.00	864	3,200	0.270 *	
	LT	1.00	40	1,600	0.025	
Northbound	RT	0.00	29	0	0.000	
	TH	2.00	291	3,200	0.100	
	LT	1.00	54	1,600	0.034 *	
Eastbound	RT	0.00	44	0	0.000	
	TH	2.00	554	3,200	0.187	
	LT	1.00	34	1,600	0.021 *	
<b>ALAMEDA ST (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	37	0	0.000	N-S(1): 0.083
	TH	1.00	177	1,600	0.134 *	N-S(2): 0.146 *
	LT	1.00	59	1,600	0.037	E-W(1): 0.295 *
Westbound	RT	0.00	30	0	0.000	E-W(2): 0.189
	TH	2.00	913	3,200	0.295 *	
	LT	1.00	13	1,600	0.008	
Northbound	RT	0.00	9	0	0.000	
	TH	1.00	65	1,600	0.046	
	LT	1.00	19	1,600	0.012 *	
Eastbound	RT	0.00	5	0	0.000	
	TH	2.00	599	3,200	0.189	
	LT	1.00	32	1,600	0.020 *	

\* = Critical Movement

N-S:	0.275
E-W:	0.295
V/C:	0.57
Lost Time:	0.100
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ICU:	0.670
LOS:	B



<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 17</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: GREENLEAF BOULEVARD</b>						
<b>Scenario: EXISTING PLUS PROJECT CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	68	0	0.000	N-S(1): 0.190
	TH	2.00	602	3,200	0.209 *	N-S(2): 0.243 *
	LT	1.00	78	1,600	0.049	E-W(1): 0.265 *
Westbound	RT	1.00	35	1,600	0.000	E-W(2): 0.101
	TH	2.00	279	3,200	0.087	
	LT	1.00	247	1,600	0.154 *	
Northbound	RT	0.00	102	0	0.000	
	TH	2.00	350	3,200	0.141	
	LT	1.00	55	1,600	0.034 *	
Eastbound	RT	0.00	111	0	0.000	
	TH	2.00	243	3,200	0.111 *	
	LT	1.00	22	1,600	0.014	
<b>ALAMEDA ST (E)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	178	1,600	0.078 *	N-S(1): 0.011
	TH	1.00	8	1,600	0.005	N-S(2): 0.081 *
	LT	1.00	15	1,600	0.009	E-W(1): 0.136
Westbound	RT	1.00	18	1,600	0.002	E-W(2): 0.270 *
	TH	1.00	378	1,600	0.236 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	0	0	0.000	
	TH	1.00	3	1,600	0.002	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	18	0	0.000	LOS: A
	TH	2.00	352	3,200	0.133	
	LT	0.00	54	1,600	0.034 *	

\* = Critical Movement

N-S:	0.243
E-W:	0.270
V/C:	0.513
Lost Time:	0.100
<hr/>	
ICU:	0.613
LOS:	B

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 18**  
**North/South Street:** SANTA FE AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	99	0	0.000	N-S(1): 0.225
	TH	2.00	893	3,200	0.310 *	N-S(2): 0.382 *
	LT	1.00	104	1,600	0.065	E-W(1): 0.240
Westbound	RT	1.00	165	1,600	0.038	E-W(2): 0.271 *
	TH	2.00	746	3,200	0.233 *	
	LT	1.00	146	1,600	0.091	V/C: 0.653
Northbound	RT	0.00	52	0	0.000	Lost Time: 0.100
	TH	2.00	459	3,200	0.160	
	LT	1.00	115	1,600	0.072 *	
Eastbound	RT	1.00	127	1,600	0.008	ICU: 0.753
	TH	2.00	478	3,200	0.149	
	LT	1.00	60	1,600	0.038 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 19**  
**North/South Street:** LONG BEACH BOULEVARD  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	94	0	0.000	N-S(1): 0.250
	TH	2.00	615	3,200	0.222 *	N-S(2): 0.281 *
	LT	1.00	148	1,600	0.093	E-W(1): 0.244
Westbound	RT	1.00	170	1,600	0.014	E-W(2): 0.313 *
	TH	2.00	817	3,200	0.255 *	
	LT	1.00	130	1,600	0.081	V/C: 0.594
Northbound	RT	0.00	55	0	0.000	Lost Time: 0.100
	TH	2.00	448	3,200	0.157	
	LT	1.00	95	1,600	0.059 *	
Eastbound	RT	1.00	64	1,600	0.000	ICU: 0.694
	TH	2.00	522	3,200	0.163	
	LT	1.00	93	1,600	0.058 *	LOS: B

\* = Critical Movement

## **APPENDIX H**

**Future (Year 2023) Baseline Conditions**

**Level of Service Worksheets**

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 1**  
**North/South Street:** CENTRAL AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	147	0	0.000	N-S(1): 0.319
	TH	2.00	897	3,200	0.326 *	N-S(2): 0.419 *
	LT	1.00	178	1,600	0.111	E-W(1): 0.232
Westbound	RT	1.00	238	1,600	0.038	E-W(2): 0.309 *
	TH	2.00	820	3,200	0.256 *	
	LT	1.00	110	1,600	0.069	V/C: 0.728
Northbound	RT	0.00	78	0	0.000	Lost Time: 0.100
	TH	2.00	588	3,200	0.208	
	LT	1.00	149	1,600	0.093 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.828
	TH	2.00	401	3,200	0.163	
	LT	1.00	84	1,600	0.053 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 2**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	138	0	0.000	N-S(1): 0.303
	TH	2.00	799	3,200	0.293 *	N-S(2): 0.356 *
	LT	1.00	209	1,600	0.131	E-W(1): 0.355 *
Westbound	RT	1.00	191	1,600	0.000	E-W(2): 0.300
	TH	2.00	780	3,200	0.244	
	LT	1.00	190	1,600	0.119 *	V/C: 0.711
Northbound	RT	1.00	170	1,600	0.000	Lost Time: 0.100
	TH	2.00	550	3,200	0.172	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	146	0	0.000	ICU: 0.811
	TH	2.00	610	3,200	0.236 *	
	LT	1.00	90	1,600	0.056	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 3**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	125	0	0.000	N-S(1): 0.305
	TH	2.00	965	3,200	0.341 *	N-S(2): 0.397 *
	LT	1.00	180	1,600	0.113	E-W(1): 0.272
Westbound	RT	0.00	199	0	0.000	E-W(2): 0.437 *
	TH	2.00	990	3,200	0.372 *	V/C: 0.834
	LT	1.00	168	1,600	0.105	Lost Time: 0.100
Northbound	RT	0.00	129	0	0.000	
	TH	2.00	485	3,200	0.192	
	LT	1.00	89	1,600	0.056 *	
Eastbound	RT	1.00	112	1,600	0.014	ICU: 0.934
	TH	2.00	534	3,200	0.167	
	LT	1.00	104	1,600	0.065 *	LOS: E

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 4**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** CALDWELL STREET  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane:	1200 vph	N-S Split Phase :	N
Left-Turn Lane:	1200 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.269
	TH	2.00	1,184	2,400	0.506 *	N-S(2): 0.539 *
	LT	1.00	21	1,200	0.018	E-W(1): 0.243 *
Westbound	RT	0.00	14	0	0.000	E-W(2): 0.178
	TH	1.00	37	1,200	0.085	
	LT	0.00	51	1,200	0.043 *	V/C: 0.782
Northbound	RT	0.00	17	0	0.000	Lost Time: 0.100
	TH	2.00	586	2,400	0.251	
	LT	1.00	39	1,200	0.033 *	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.882
	TH	1.00	34	1,200	0.200 *	
	LT	0.00	112	1,200	0.093	LOS: D

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 5**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** GREENLEAF BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	50	0	0.000	N-S(1): 0.239
	TH	2.00	1,140	3,200	0.372 *	N-S(2): 0.390 *
	LT	1.00	127	1,600	0.079	E-W(1): 0.365 *
Westbound	RT	0.00	77	0	0.000	E-W(2): 0.336
	TH	1.00	414	1,600	0.307	V/C: 0.755
	LT	1.00	277	1,600	0.173 *	Lost Time: 0.100
Northbound	RT	1.00	92	1,600	0.000	
	TH	2.00	513	3,200	0.160	
	LT	1.00	29	1,600	0.018 *	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.855
	TH	1.00	235	1,600	0.192 *	
	LT	1.00	47	1,600	0.029	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 6**  
**North/South Street:** CENTER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.142
	TH	1.00	38	1,600	0.183 *	N-S(2): 0.197 *
	LT	0.00	146	1,600	0.091	E-W(1): 0.292
Westbound	RT	0.00	68	0	0.000	E-W(2): 0.438 *
	TH	2.00	1,240	3,200	0.409 *	V/C: 0.635
	LT	1.00	55	1,600	0.034	Lost Time: 0.100
Northbound	RT	0.00	39	0	0.000	
	TH	1.00	21	1,600	0.051	
	LT	0.00	22	1,600	0.014 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.735
	TH	2.00	801	3,200	0.258	
	LT	1.00	46	1,600	0.029 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.270 *
	TH	1.00	110	1,600	0.109	N-S(2): 0.233
	LT	0.00	54	1,600	0.034 *	E-W(1): 0.413 *
Westbound	RT	0.00	23	0	0.000	E-W(2): 0.294
	TH	2.00	873	3,200	0.280	V/C: 0.683
	LT	1.00	80	1,600	0.050 *	Lost Time: 0.100
Northbound	RT	0.00	87	0	0.000	
	TH	1.00	93	1,600	0.236 *	
	LT	0.00	198	1,600	0.124	
Eastbound	RT	0.00	277	0	0.000	ICU: 0.783
	TH	2.00	886	3,200	0.363 *	
	LT	1.00	23	1,600	0.014	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	159	0	0.000	N-S(1): 0.162
	TH	1.00	60	1,600	0.141 *	N-S(2): 0.183 *
	LT	0.00	7	1,600	0.004	E-W(1): 0.309
Westbound	RT	1.00	5	1,600	0.000	E-W(2): 0.444 *
	TH	2.00	1,147	3,200	0.358 *	V/C: 0.627
	LT	1.00	74	1,600	0.046	Lost Time: 0.100
Northbound	RT	0.00	125	0	0.000	
	TH	1.00	61	1,600	0.158	
	LT	0.00	67	1,600	0.042 *	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.727
	TH	2.00	791	3,200	0.263	
	LT	1.00	138	1,600	0.086 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 9**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ROSECRANS AVENUE  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.122 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.070
	LT	0.00	0	0	0.000 *	E-W(1): 0.393
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.407 *
	TH	2.00	1,303	3,200	0.407 *	V/C: 0.529
	LT	1.00	66	1,600	0.041	Lost Time: 0.100
Northbound	RT	0.00	83	0	0.000	
	TH	1.00	0	1,600	0.122 *	
	LT	0.00	112	1,600	0.070	
Eastbound	RT	0.00	77	0	0.000	ICU: 0.629
	TH	2.00	1,050	3,200	0.352	
	LT	0.00	0	0	0.000 *	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.115
	TH	1.00	178	1,600	0.156 *	N-S(2): 0.278 *
	LT	0.00	42	1,600	0.026	E-W(1): 0.443 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.266
	TH	2.00	781	3,200	0.256	V/C: 0.721
	LT	1.00	224	1,600	0.140 *	Lost Time: 0.100
Northbound	RT	1.00	128	1,600	0.000	
	TH	1.00	143	1,600	0.089	
	LT	1.00	195	1,600	0.122 *	
Eastbound	RT	0.00	277	0	0.000	ICU: 0.821
	TH	2.00	694	3,200	0.303 *	
	LT	1.00	16	1,600	0.010	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	120	1,600	0.000	N-S(1): 0.327 *
	TH	1.00	277	1,600	0.173 *	N-S(2): 0.000
	LT	1.00	120	1,600	0.075	E-W(1): 0.337 *
Westbound	RT	1.00	274	1,600	0.096	E-W(2): 0.173
	TH	2.00	142	3,200	0.044	
	LT	1.00	76	1,600	0.048 *	V/C: 0.664
Northbound	RT	1.00	85	1,600	0.006	Lost Time: 0.100
	TH	1.00	247	1,600	0.154 *	
	LT	1.00	137	1,600	0.086	
Eastbound	RT	0.00	199	0	0.000	ICU: 0.764
	TH	1.00	140	1,600	0.289 *	
	LT	0.00	123	1,600	0.077	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	272	0	0.000	N-S(1): 0.169
	TH	1.00	40	1,600	0.276 *	N-S(2): 0.296 *
	LT	0.00	130	1,600	0.081	E-W(1): 0.235
Westbound	RT	1.00	142	1,600	0.008	E-W(2): 0.456 *
	TH	2.00	935	3,200	0.292 *	
	LT	1.00	48	1,600	0.030	V/C: 0.752
Northbound	RT	0.00	62	0	0.000	Lost Time: 0.100
	TH	1.00	46	1,600	0.088	
	LT	0.00	32	1,600	0.020 *	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.852
	TH	2.00	629	3,200	0.205	
	LT	1.00	262	1,600	0.164 *	LOS: D

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: AM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	120	1,168	0.080	N-S(1): 0.166 * N-S(2): 0.144 E-W(1): 0.105 E-W(2): 0.248 *
	TH	1.00	131	1,168	0.144	
	LT	0.00	37	0	0.000 *	
Westbound	RT	0.00	62	0	0.000	
	TH	2.00	409	2,336	0.226 *	
	LT	0.00	58	0	0.000	
Northbound	RT	0.00	46	0	0.000	
	TH	1.00	113	1,168	0.166 *	
	LT	0.00	35	0	0.000	
Eastbound	RT	1.00	52	1,168	0.015	
	TH	2.00	245	2,336	0.105	
	LT	1.00	26	1,168	0.022 *	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.065 N-S(2): 0.083 * E-W(1): 0.129 E-W(2): 0.209 *
	TH	1.00	39	1,168	0.068 *	
	LT	1.00	23	1,168	0.020	
Westbound	RT	0.00	17	0	0.000	
	TH	2.00	471	2,336	0.209 *	
	LT	1.00	11	1,168	0.009	
Northbound	RT	0.00	16	0	0.000	
	TH	1.00	36	1,168	0.045	
	LT	1.00	18	1,168	0.015 *	
Eastbound	RT	0.00	33	0	0.000	
	TH	1.00	248	2,336	0.120	
	LT	1.00	44	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.166
Gate Lost Time (sec)-	54	46	47	E-W:	0.248
	46	47	46		
Total Seconds-	286			V/C:	0.414
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.514
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 14</b>						
<b>North/South Street: WILLOWBROOK AVENUE</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: FUTURE (2023) BASE CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>WILLOWBROOK AV (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	42	0	0.000	N-S(1): 0.101
	TH	1.00	109	1,168	0.164 *	N-S(2): 0.164 *
	LT	0.00	40	0	0.000	E-W(1): 0.323
Westbound	RT	0.00	79	0	0.000	E-W(2): 0.489 *
	TH	2.00	1,008	2,336	0.466 *	
	LT	0.00	1	0	0.000	
Northbound	RT	0.00	20	0	0.000	
	TH	1.00	75	1,168	0.101	
	LT	0.00	23	0	0.000 *	
Eastbound	RT	1.00	26	1,168	0.003	
	TH	2.00	755	2,336	0.323	
	LT	1.00	27	1,168	0.023 *	
<b>WILLOWBROOK AV (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	33	0	0.000	N-S(1): 0.065
	TH	1.00	59	1,168	0.079 *	N-S(2): 0.117 *
	LT	1.00	13	1,168	0.011	E-W(1): 0.347
Westbound	RT	1.00	12	1,168	0.000	E-W(2): 0.458 *
	TH	2.00	1,070	2,336	0.458 *	
	LT	1.00	8	1,168	0.007	
Northbound	RT	0.00	25	0	0.000	
	TH	1.00	38	1,168	0.054	
	LT	1.00	44	1,168	0.038 *	
Eastbound	RT	0.00	48	0	0.000	
	TH	2.00	739	2,336	0.340	
	LT	0.00	8	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.164
Gate Lost Time (sec)-	49	45	46	E-W:	0.489
	47	52	49		
Total Seconds-	288			V/C:	0.653
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.753
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	C
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 15</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: COMPTON BOULEVARD</b>						
<b>Scenario: FUTURE (2023) BASE CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	97	0	0.000	N-S(1): 0.212
	TH	2.00	882	3,200	0.306 *	N-S(2): 0.332 *
	LT	1.00	105	1,600	0.066	E-W(1): 0.199
Westbound	RT	0.00	117	0	0.000	E-W(2): 0.320 *
	TH	2.00	788	3,200	0.283 *	
	LT	1.00	27	1,600	0.017	
Northbound	RT	0.00	23	0	0.000	
	TH	2.00	444	3,200	0.146	
	LT	1.00	42	1,600	0.026 *	
Eastbound	RT	0.00	55	0	0.000	
	TH	2.00	528	3,200	0.182	
	LT	1.00	59	1,600	0.037 *	
<b>ALAMEDA ST (E)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.153
	TH	1.00	266	1,600	0.174 *	N-S(2): 0.202 *
	LT	1.00	62	1,600	0.039	E-W(1): 0.215
Westbound	RT	1.00	40	1,600	0.000	E-W(2): 0.280 *
	TH	2.00	876	3,200	0.274 *	
	LT	1.00	20	1,600	0.013	
Northbound	RT	0.00	47	0	0.000	
	TH	1.00	135	1,600	0.114	
	LT	1.00	45	1,600	0.028 *	
Eastbound	RT	0.00	30	0	0.000	
	TH	2.00	617	3,200	0.202	
	LT	1.00	9	1,600	0.006 *	

\* = Critical Movement

N-S:	0.332
E-W:	0.320
V/C:	0.652
Lost Time:	0.100
<hr/>	
ICU:	0.752
LOS:	C

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 16**  
**North/South Street:** ALAMEDA STREET  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

**Peak Period: AM PEAK HOUR**  
**ALAMEDA ST (W)/ALONDRA BL**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.155
	TH	2.00	764	3,200	0.264 *	N-S(2): 0.301 *
	LT	1.00	60	1,600	0.038	E-W(1): 0.012
Westbound	RT	1.00	79	1,600	0.012	E-W(2): 0.206 *
	TH	2.00	955	3,200	0.298 *	
	LT	1.00	44	1,600	0.028	
Northbound	RT	0.00	32	0	0.000	
	TH	2.00	342	3,200	0.117	
	LT	1.00	59	1,600	0.037 *	
Eastbound	RT	0.00	48	0	0.000	
	TH	2.00	611	3,200	0.206	
	LT	1.00	37	1,600	0.023 *	

**ALAMEDA ST (E)/ALONDRA BL**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.091
	TH	1.00	193	1,600	0.146 *	N-S(2): 0.159 *
	LT	1.00	64	1,600	0.040	E-W(1): 0.326 *
Westbound	RT	0.00	33	0	0.000	E-W(2): 0.208
	TH	2.00	1,009	3,200	0.326 *	
	LT	1.00	14	1,600	0.009	
Northbound	RT	0.00	10	0	0.000	
	TH	1.00	71	1,600	0.051	
	LT	1.00	21	1,600	0.013 *	
Eastbound	RT	0.00	5	0	0.000	
	TH	2.00	660	3,200	0.208	
	LT	1.00	35	1,600	0.022 *	

\* = Critical Movement

N-S:	0.301
E-W:	0.326
V/C:	0.627
Lost Time:	0.100
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ICU:	0.727
LOS:	C

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 17**  
**North/South Street:** ALAMEDA STREET  
**East/West Street:** GREENLEAF BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle) : 10

**Peak Period:** AM PEAK HOUR  
**ALAMEDA ST (W)/GREENLEAF BL**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.215
	TH	2.00	661	3,200	0.230 *	N-S(2): 0.268 *
	LT	1.00	85	1,600	0.053	E-W(1): 0.290 *
Westbound	RT	1.00	38	1,600	0.000	E-W(2): 0.111
	TH	2.00	306	3,200	0.096	
	LT	1.00	269	1,600	0.168 *	
Northbound	RT	0.00	111	0	0.000	
	TH	2.00	406	3,200	0.162	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	121	0	0.000	
	TH	2.00	268	3,200	0.122 *	
	LT	1.00	24	1,600	0.015	

**ALAMEDA ST (E)/GREENLEAF BL**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	194	1,600	0.084 *	N-S(1): 0.012
	TH	1.00	9	1,600	0.006	N-S(2): 0.087 *
	LT	1.00	16	1,600	0.010	E-W(1): 0.148
Westbound	RT	1.00	20	1,600	0.003	E-W(2): 0.296 *
	TH	1.00	414	1,600	0.259 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	0	0	0.000	
	TH	1.00	3	1,600	0.002	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	20	0	0.000	
	TH	2.00	386	3,200	0.145	
	LT	0.00	59	1,600	0.037 *	LOS: A

\* = Critical Movement

N-S:	0.268
E-W:	0.296
V/C:	0.564
Lost Time:	0.100
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ICU:	0.664
LOS:	B

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 18**  
**North/South Street:** SANTA FE AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.251
	TH	2.00	979	3,200	0.340 *	N-S(2): 0.418 *
	LT	1.00	113	1,600	0.071	E-W(1): 0.264
Westbound	RT	1.00	179	1,600	0.041	E-W(2): 0.299 *
	TH	2.00	827	3,200	0.258 *	
	LT	1.00	159	1,600	0.099	V/C: 0.717
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	2.00	520	3,200	0.180	
	LT	1.00	125	1,600	0.078 *	
Eastbound	RT	1.00	138	1,600	0.008	ICU: 0.817
	TH	2.00	529	3,200	0.165	
	LT	1.00	65	1,600	0.041 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 19**  
**North/South Street:** LONG BEACH BOULEVARD  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	102	0	0.000	N-S(1): 0.278
	TH	2.00	682	3,200	0.245 *	N-S(2): 0.309 *
	LT	1.00	161	1,600	0.101	E-W(1): 0.268
Westbound	RT	1.00	185	1,600	0.015	E-W(2): 0.346 *
	TH	2.00	904	3,200	0.283 *	
	LT	1.00	141	1,600	0.088	V/C: 0.655
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	505	3,200	0.177	
	LT	1.00	103	1,600	0.064 *	
Eastbound	RT	1.00	70	1,600	0.000	ICU: 0.755
	TH	2.00	576	3,200	0.180	
	LT	1.00	101	1,600	0.063 *	LOS: C

\* = Critical Movement

## **APPENDIX I**

**Future (Year 2023) Baseline Plus Project Conditions  
Level of Service Worksheets**



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 1**  
**North/South Street:** CENTRAL AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	147	0	0.000	N-S(1): 0.319
	TH	2.00	897	3,200	0.326 *	N-S(2): 0.419 *
	LT	1.00	178	1,600	0.111	E-W(1): 0.227
Westbound	RT	1.00	238	1,600	0.038	E-W(2): 0.303 *
	TH	2.00	801	3,200	0.250 *	
	LT	1.00	110	1,600	0.069	V/C: 0.722
Northbound	RT	0.00	78	0	0.000	Lost Time: 0.100
	TH	2.00	588	3,200	0.208	
	LT	1.00	149	1,600	0.093 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.822
	TH	2.00	384	3,200	0.158	
	LT	1.00	84	1,600	0.053 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 2**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	138	0	0.000	N-S(1): 0.295
	TH	2.00	799	3,200	0.293 *	N-S(2): 0.356 *
	LT	1.00	197	1,600	0.123	E-W(1): 0.342 *
Westbound	RT	1.00	178	1,600	0.000	E-W(2): 0.292
	TH	2.00	756	3,200	0.236	
	LT	1.00	181	1,600	0.113 *	V/C: 0.698
Northbound	RT	1.00	161	1,600	0.000	Lost Time: 0.100
	TH	2.00	550	3,200	0.172	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	146	0	0.000	ICU: 0.798
	TH	2.00	588	3,200	0.229 *	
	LT	1.00	90	1,600	0.056	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 3**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	125	0	0.000	N-S(1): 0.300
	TH	2.00	965	3,200	0.341 *	N-S(2): 0.397 *
	LT	1.00	177	1,600	0.111	E-W(1): 0.258
Westbound	RT	0.00	195	0	0.000	E-W(2): 0.427 *
	TH	2.00	962	3,200	0.362 *	V/C: 0.824
	LT	1.00	159	1,600	0.099	Lost Time: 0.100
Northbound	RT	0.00	120	0	0.000	
	TH	2.00	485	3,200	0.189	
	LT	1.00	89	1,600	0.056 *	
Eastbound	RT	1.00	112	1,600	0.014	ICU: 0.924
	TH	2.00	508	3,200	0.159	
	LT	1.00	104	1,600	0.065 *	LOS: E

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 4**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** CALDWELL STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane: 1200 vph	N-S Split Phase : N
Left-Turn Lane: 1200 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.266
	TH	2.00	1,175	2,400	0.502 *	N-S(2): 0.535 *
	LT	1.00	21	1,200	0.018	E-W(1): 0.243 *
Westbound	RT	0.00	14	0	0.000	E-W(2): 0.178
	TH	1.00	37	1,200	0.085	
	LT	0.00	51	1,200	0.043 *	V/C: 0.778
Northbound	RT	0.00	17	0	0.000	Lost Time: 0.100
	TH	2.00	577	2,400	0.248	
	LT	1.00	39	1,200	0.033 *	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.878
	TH	1.00	34	1,200	0.200 *	
	LT	0.00	112	1,200	0.093	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 5**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** GREENLEAF BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	44	0	0.000	N-S(1): 0.238
	TH	2.00	1,136	3,200	0.369 *	N-S(2): 0.387 *
	LT	1.00	127	1,600	0.079	E-W(1): 0.365 *
Westbound	RT	0.00	77	0	0.000	E-W(2): 0.333
	TH	1.00	414	1,600	0.307	V/C: 0.752
	LT	1.00	277	1,600	0.173 *	Lost Time: 0.100
Northbound	RT	1.00	92	1,600	0.000	
	TH	2.00	510	3,200	0.159	
	LT	1.00	29	1,600	0.018 *	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.852
	TH	1.00	235	1,600	0.192 *	
	LT	1.00	42	1,600	0.026	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 6**  
**North/South Street:** CENTER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.139
	TH	1.00	38	1,600	0.181 *	N-S(2): 0.195 *
	LT	0.00	143	1,600	0.089	E-W(1): 0.280
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.424 *
	TH	2.00	1,199	3,200	0.395 *	V/C: 0.619
	LT	1.00	53	1,600	0.033	Lost Time: 0.100
Northbound	RT	0.00	37	0	0.000	
	TH	1.00	21	1,600	0.050	
	LT	0.00	22	1,600	0.014 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.719
	TH	2.00	763	3,200	0.247	
	LT	1.00	46	1,600	0.029 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.240 *
	TH	1.00	101	1,600	0.103	N-S(2): 0.206
	LT	0.00	54	1,600	0.034 *	E-W(1): 0.395 *
Westbound	RT	0.00	23	0	0.000	E-W(2): 0.288
	TH	2.00	853	3,200	0.274	V/C: 0.635
	LT	1.00	75	1,600	0.047 *	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	1.00	84	1,600	0.206 *	
	LT	0.00	165	1,600	0.103	
Eastbound	RT	0.00	246	0	0.000	ICU: 0.735
	TH	2.00	867	3,200	0.348 *	
	LT	1.00	23	1,600	0.014	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	153	0	0.000	N-S(1): 0.160
	TH	1.00	56	1,600	0.135 *	N-S(2): 0.177 *
	LT	0.00	7	1,600	0.004	E-W(1): 0.297
Westbound	RT	1.00	5	1,600	0.000	E-W(2): 0.429 *
	TH	2.00	1,106	3,200	0.346 *	V/C: 0.606
	LT	1.00	74	1,600	0.046	Lost Time: 0.100
Northbound	RT	0.00	125	0	0.000	
	TH	1.00	58	1,600	0.156	
	LT	0.00	67	1,600	0.042 *	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.706
	TH	2.00	753	3,200	0.251	
	LT	1.00	133	1,600	0.083 *	LOS: C

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 9**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ROSECRANS AVENUE  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.118 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.068
	LT	0.00	0	0	0.000 *	E-W(1): 0.391
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.407 *
	TH	2.00	1,303	3,200	0.407 *	V/C: 0.525
	LT	1.00	64	1,600	0.040	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	1.00	0	1,600	0.118 *	
	LT	0.00	108	1,600	0.068	
Eastbound	RT	0.00	74	0	0.000	ICU: 0.625
	TH	2.00	1,050	3,200	0.351	
	LT	0.00	0	0	0.000 *	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.112
	TH	1.00	173	1,600	0.153 *	N-S(2): 0.262 *
	LT	0.00	42	1,600	0.026	E-W(1): 0.430 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.264
	TH	2.00	776	3,200	0.254	V/C: 0.692
	LT	1.00	215	1,600	0.134 *	Lost Time: 0.100
Northbound	RT	1.00	119	1,600	0.000	
	TH	1.00	137	1,600	0.086	
	LT	1.00	175	1,600	0.109 *	
Eastbound	RT	0.00	258	0	0.000	ICU: 0.792
	TH	2.00	688	3,200	0.296 *	
	LT	1.00	16	1,600	0.010	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	105	1,600	0.000	N-S(1): 0.306 *
	TH	1.00	260	1,600	0.163 *	N-S(2): 0.000
	LT	1.00	120	1,600	0.075	E-W(1): 0.297 *
Westbound	RT	1.00	274	1,600	0.096	E-W(2): 0.162
	TH	2.00	125	3,200	0.039	V/C: 0.603
	LT	1.00	76	1,600	0.048 *	Lost Time: 0.100
Northbound	RT	1.00	76	1,600	0.000	
	TH	1.00	228	1,600	0.143 *	
	LT	1.00	111	1,600	0.069	
Eastbound	RT	0.00	171	0	0.000	ICU: 0.703
	TH	1.00	121	1,600	0.249 *	
	LT	0.00	106	1,600	0.066	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	231	0	0.000	N-S(1): 0.153
	TH	1.00	34	1,600	0.235 *	N-S(2): 0.255 *
	LT	0.00	111	1,600	0.069	E-W(1): 0.235
Westbound	RT	1.00	125	1,600	0.009	E-W(2): 0.432 *
	TH	2.00	935	3,200	0.292 *	
	LT	1.00	48	1,600	0.030	V/C: 0.687
Northbound	RT	0.00	62	0	0.000	Lost Time: 0.100
	TH	1.00	41	1,600	0.084	
	LT	0.00	32	1,600	0.020 *	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.787
	TH	2.00	629	3,200	0.205	
	LT	1.00	224	1,600	0.140 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: AM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,168	0.081	N-S(1): 0.166 * N-S(2): 0.144 E-W(1): 0.098 E-W(2): 0.239 *
	TH	1.00	131	1,168	0.144	
	LT	0.00	37	0	0.000 *	
Westbound	RT	0.00	62	0	0.000	
	TH	2.00	395	2,336	0.220 *	
	LT	0.00	58	0	0.000	
Northbound	RT	0.00	46	0	0.000	
	TH	1.00	113	1,168	0.166 *	
	LT	0.00	35	0	0.000	
Eastbound	RT	1.00	43	1,168	0.007	
	TH	2.00	230	2,336	0.098	
	LT	1.00	22	1,168	0.019 *	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.065 N-S(2): 0.083 * E-W(1): 0.123 E-W(2): 0.203 *
	TH	1.00	39	1,168	0.068 *	
	LT	1.00	23	1,168	0.020	
Westbound	RT	0.00	17	0	0.000	
	TH	2.00	457	2,336	0.203 *	
	LT	1.00	11	1,168	0.009	
Northbound	RT	0.00	16	0	0.000	
	TH	1.00	36	1,168	0.045	
	LT	1.00	18	1,168	0.015 *	
Eastbound	RT	0.00	33	0	0.000	
	TH	1.00	233	2,336	0.114	
	LT	1.00	44	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.166
Gate Lost Time (sec)-	54	46	47	E-W:	0.239
	46	47	46		
Total Seconds-	286			V/C:	0.405
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.505
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 14</b>						
<b>North/South Street: WILLOWBROOK AVENUE</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>WILLOWBROOK AV (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	42	0	0.000	N-S(1): 0.098
	TH	1.00	109	1,168	0.164 *	N-S(2): 0.164 *
	LT	0.00	40	0	0.000	E-W(1): 0.317
Westbound	RT	0.00	79	0	0.000	E-W(2): 0.483 *
	TH	2.00	994	2,336	0.460 *	
	LT	0.00	1	0	0.000	
Northbound	RT	0.00	20	0	0.000	
	TH	1.00	75	1,168	0.098	
	LT	0.00	20	0	0.000 *	
Eastbound	RT	1.00	22	1,168	0.002	
	TH	2.00	740	2,336	0.317	
	LT	1.00	27	1,168	0.023 *	
<b>WILLOWBROOK AV (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.065
	TH	1.00	59	1,168	0.076 *	N-S(2): 0.111 *
	LT	1.00	13	1,168	0.011	E-W(1): 0.341
Westbound	RT	1.00	12	1,168	0.000	E-W(2): 0.455 *
	TH	2.00	1,063	2,336	0.455 *	
	LT	1.00	8	1,168	0.007	
Northbound	RT	0.00	25	0	0.000	
	TH	1.00	38	1,168	0.054	
	LT	1.00	41	1,168	0.035 *	
Eastbound	RT	0.00	44	0	0.000	
	TH	2.00	732	2,336	0.334	
	LT	0.00	4	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.164
Gate Lost Time (sec)-	49	45	46	E-W:	0.483
	47	52	49		
Total Seconds-	288			V/C:	0.647
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.747
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	C
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 15</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: COMPTON BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	94	0	0.000	N-S(1): 0.212
	TH	2.00	882	3,200	0.305 *	N-S(2): 0.331 *
	LT	1.00	105	1,600	0.066	E-W(1): 0.196
Westbound	RT	0.00	117	0	0.000	E-W(2): 0.314 *
	TH	2.00	778	3,200	0.280 *	
	LT	1.00	27	1,600	0.017	
Northbound	RT	0.00	23	0	0.000	
	TH	2.00	444	3,200	0.146	
	LT	1.00	42	1,600	0.026 *	
Eastbound	RT	0.00	55	0	0.000	
	TH	2.00	517	3,200	0.179	
	LT	1.00	55	1,600	0.034 *	
<b>ALAMEDA ST (E)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.153
	TH	1.00	266	1,600	0.174 *	N-S(2): 0.202 *
	LT	1.00	62	1,600	0.039	E-W(1): 0.212
Westbound	RT	1.00	40	1,600	0.000	E-W(2): 0.277 *
	TH	2.00	866	3,200	0.271 *	
	LT	1.00	20	1,600	0.013	
Northbound	RT	0.00	47	0	0.000	
	TH	1.00	135	1,600	0.114	
	LT	1.00	45	1,600	0.028 *	
Eastbound	RT	0.00	30	0	0.000	
	TH	2.00	606	3,200	0.199	
	LT	1.00	9	1,600	0.006 *	

\* = Critical Movement

N-S:	0.331
E-W:	0.314
V/C:	0.645
Lost Time:	0.100
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ICU:	0.745
LOS:	C

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 16</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.154
	TH	2.00	762	3,200	0.263 *	N-S(2): 0.300 *
	LT	1.00	60	1,600	0.038	E-W(1): 0.012
Westbound	RT	1.00	79	1,600	0.012	E-W(2): 0.205 *
	TH	2.00	952	3,200	0.298 *	
	LT	1.00	44	1,600	0.028	
Northbound	RT	0.00	32	0	0.000	
	TH	2.00	340	3,200	0.116	
	LT	1.00	59	1,600	0.037 *	
Eastbound	RT	0.00	48	0	0.000	
	TH	2.00	607	3,200	0.205	
	LT	1.00	37	1,600	0.023 *	
<b>ALAMEDA ST (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.091
	TH	1.00	193	1,600	0.146 *	N-S(2): 0.159 *
	LT	1.00	64	1,600	0.040	E-W(1): 0.325 *
Westbound	RT	0.00	33	0	0.000	E-W(2): 0.207
	TH	2.00	1,006	3,200	0.325 *	
	LT	1.00	14	1,600	0.009	
Northbound	RT	0.00	10	0	0.000	
	TH	1.00	71	1,600	0.051	
	LT	1.00	21	1,600	0.013 *	
Eastbound	RT	0.00	5	0	0.000	
	TH	2.00	656	3,200	0.207	
	LT	1.00	35	1,600	0.022 *	

\* = Critical Movement

N-S:	0.300
E-W:	0.325
V/C:	0.625
Lost Time:	0.100
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ICU:	0.725
LOS:	C



<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 17</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: GREENLEAF BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.214
	TH	2.00	659	3,200	0.229 *	N-S(2): 0.267 *
	LT	1.00	85	1,600	0.053	E-W(1): 0.288 *
Westbound	RT	1.00	38	1,600	0.000	E-W(2): 0.110
	TH	2.00	303	3,200	0.095	
	LT	1.00	269	1,600	0.168 *	
Northbound	RT	0.00	111	0	0.000	
	TH	2.00	404	3,200	0.161	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	121	0	0.000	
	TH	2.00	264	3,200	0.120 *	
	LT	1.00	24	1,600	0.015	
<b>ALAMEDA ST (E)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	194	1,600	0.084 *	N-S(1): 0.012
	TH	1.00	9	1,600	0.006	N-S(2): 0.087 *
	LT	1.00	16	1,600	0.010	E-W(1): 0.147
Westbound	RT	1.00	20	1,600	0.003	E-W(2): 0.294 *
	TH	1.00	411	1,600	0.257 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	0	0	0.000	
	TH	1.00	3	1,600	0.002	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	20	0	0.000	
	TH	2.00	382	3,200	0.144	
	LT	0.00	59	1,600	0.037 *	LOS: A

\* = Critical Movement

N-S:	0.267
E-W:	0.294
V/C:	0.561
Lost Time:	0.100
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ICU:	0.661
LOS:	B

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 18**  
**North/South Street:** SANTA FE AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.251
	TH	2.00	979	3,200	0.340 *	N-S(2): 0.418 *
	LT	1.00	113	1,600	0.071	E-W(1): 0.263
Westbound	RT	1.00	179	1,600	0.041	E-W(2): 0.299 *
	TH	2.00	824	3,200	0.258 *	
	LT	1.00	159	1,600	0.099	V/C: 0.717
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	2.00	520	3,200	0.180	
	LT	1.00	125	1,600	0.078 *	
Eastbound	RT	1.00	138	1,600	0.008	ICU: 0.817
	TH	2.00	525	3,200	0.164	
	LT	1.00	65	1,600	0.041 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 19**  
**North/South Street:** LONG BEACH BOULEVARD  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	102	0	0.000	N-S(1): 0.278
	TH	2.00	682	3,200	0.245 *	N-S(2): 0.309 *
	LT	1.00	161	1,600	0.101	E-W(1): 0.267
Westbound	RT	1.00	185	1,600	0.015	E-W(2): 0.345 *
	TH	2.00	901	3,200	0.282 *	
	LT	1.00	141	1,600	0.088	V/C: 0.654
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	505	3,200	0.177	
	LT	1.00	103	1,600	0.064 *	
Eastbound	RT	1.00	70	1,600	0.000	ICU: 0.754
	TH	2.00	572	3,200	0.179	
	LT	1.00	101	1,600	0.063 *	LOS: C

\* = Critical Movement

## **APPENDIX J**

### **Performing Arts Center Non-School Related Event Level of Service Worksheets**

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.106 *
	TH	1.00	28	1,600	0.045	N-S(2): 0.083
	LT	0.00	34	1,600	0.021 *	E-W(1): 0.400 *
Westbound	RT	0.00	45	0	0.000	E-W(2): 0.241
	TH	2.00	666	3,200	0.222	V/C: 0.506
	LT	1.00	54	1,600	0.034 *	Lost Time: 0.100
Northbound	RT	0.00	45	0	0.000	
	TH	1.00	31	1,600	0.085 *	
	LT	0.00	60	1,600	0.038	
Eastbound	RT	0.00	84	0	0.000	ICU: 0.606
	TH	2.00	1,088	3,200	0.366 *	
	LT	1.00	31	1,600	0.019	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	70	0	0.000	N-S(1): 0.080
	TH	1.00	17	1,600	0.059 *	N-S(2): 0.083 *
	LT	0.00	7	1,600	0.004	E-W(1): 0.427 *
Westbound	RT	1.00	10	1,600	0.002	E-W(2): 0.262
	TH	2.00	643	3,200	0.201	V/C: 0.510
	LT	1.00	51	1,600	0.032 *	Lost Time: 0.100
Northbound	RT	0.00	57	0	0.000	
	TH	1.00	26	1,600	0.076	
	LT	0.00	39	1,600	0.024 *	
Eastbound	RT	0.00	35	0	0.000	ICU: 0.610
	TH	2.00	1,228	3,200	0.395 *	
	LT	1.00	97	1,600	0.061	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	24	0	0.000	N-S(1): 0.089
	TH	1.00	57	1,600	0.074 *	N-S(2): 0.175 *
	LT	0.00	38	1,600	0.024	E-W(1): 0.397 *
Westbound	RT	0.00	54	0	0.000	E-W(2): 0.225
	TH	2.00	594	3,200	0.203	V/C: 0.572
	LT	1.00	79	1,600	0.049 *	Lost Time: 0.100
Northbound	RT	1.00	113	1,600	0.021	
	TH	1.00	104	1,600	0.065	
	LT	1.00	162	1,600	0.101 *	
Eastbound	RT	0.00	96	0	0.000	ICU: 0.672
	TH	2.00	1,016	3,200	0.348 *	
	LT	1.00	35	1,600	0.022	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	13	1,600	0.005	N-S(1): 0.187 *
	TH	1.00	146	1,600	0.091 *	N-S(2): 0.000
	LT	1.00	111	1,600	0.069	E-W(1): 0.126 *
Westbound	RT	1.00	157	1,600	0.029	E-W(2): 0.032
	TH	2.00	48	3,200	0.015	V/C: 0.313
	LT	1.00	86	1,600	0.054 *	Lost Time: 0.100
Northbound	RT	1.00	145	1,600	0.037	
	TH	1.00	154	1,600	0.096 *	
	LT	1.00	51	1,600	0.032	
Eastbound	RT	0.00	47	0	0.000	ICU: 0.413
	TH	1.00	63	1,600	0.072 *	
	LT	0.00	5	1,600	0.003	LOS: A

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	135	0	0.000	N-S(1): 0.084
	TH	1.00	44	1,600	0.139 *	N-S(2): 0.155 *
	LT	0.00	43	1,600	0.027	E-W(1): 0.387 *
Westbound	RT	1.00	49	1,600	0.004	E-W(2): 0.259
	TH	2.00	543	3,200	0.170	V/C: 0.542
	LT	1.00	46	1,600	0.029 *	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	
	TH	1.00	36	1,600	0.057	
	LT	0.00	25	1,600	0.016 *	
Eastbound	RT	0.00	44	0	0.000	ICU: 0.642
	TH	2.00	1,102	3,200	0.358 *	
	LT	1.00	143	1,600	0.089	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** EXISTING (2017) CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: PM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	42	1,168	0.025	N-S(1): 0.164 * N-S(2): 0.104 E-W(1): 0.158 * E-W(2): 0.127
	TH	1.00	78	1,168	0.104	
	LT	0.00	44	0	0.000 *	
Westbound	RT	0.00	41	0	0.000	
	TH	2.00	178	2,336	0.116	
	LT	0.00	51	0	0.000 *	
Northbound	RT	0.00	51	0	0.000	
	TH	1.00	125	1,168	0.164 *	
	LT	0.00	15	0	0.000	
Eastbound	RT	1.00	15	1,168	0.000	
	TH	2.00	368	2,336	0.158 *	
	LT	1.00	13	1,168	0.011	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	69	0	0.000	N-S(1): 0.122 N-S(2): 0.130 * E-W(1): 0.181 * E-W(2): 0.093
	TH	1.00	57	1,168	0.108 *	
	LT	1.00	33	1,168	0.028	
Westbound	RT	0.00	37	0	0.000	
	TH	2.00	180	2,336	0.093	
	LT	1.00	5	1,168	0.004 *	
Northbound	RT	0.00	29	0	0.000	
	TH	1.00	81	1,168	0.094	
	LT	1.00	26	1,168	0.022 *	
Eastbound	RT	0.00	34	0	0.000	
	TH	1.00	379	2,336	0.177 *	
	LT	1.00	64	0	0.000	

\* = Critical Movement

Observed				N-S:	0.164
Gate Lost Time (sec)-	54	46	47	E-W:	0.181
	46	47	46		
Total Seconds-	286			V/C:	0.345
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.445
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING PLUS PAC CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.122 *
	TH	1.00	31	1,600	0.047	N-S(2): 0.096
	LT	0.00	34	1,600	0.021 *	E-W(1): 0.406 *
Westbound	RT	0.00	45	0	0.000	E-W(2): 0.245
	TH	2.00	677	3,200	0.226	V/C: 0.528
	LT	1.00	56	1,600	0.035 *	Lost Time: 0.100
Northbound	RT	0.00	48	0	0.000	
	TH	1.00	36	1,600	0.101 *	
	LT	0.00	78	1,600	0.049	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.628
	TH	2.00	1,094	3,200	0.371 *	
	LT	1.00	31	1,600	0.019	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING PLUS PAC CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	73	0	0.000	N-S(1): 0.081
	TH	1.00	19	1,600	0.062 *	N-S(2): 0.086 *
	LT	0.00	7	1,600	0.004	E-W(1): 0.430 *
Westbound	RT	1.00	10	1,600	0.002	E-W(2): 0.270
	TH	2.00	665	3,200	0.208	V/C: 0.516
	LT	1.00	51	1,600	0.032 *	Lost Time: 0.100
Northbound	RT	0.00	57	0	0.000	
	TH	1.00	27	1,600	0.077	
	LT	0.00	39	1,600	0.024 *	
Eastbound	RT	0.00	35	0	0.000	ICU: 0.616
	TH	2.00	1,240	3,200	0.398 *	
	LT	1.00	99	1,600	0.062	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** EXISTING PLUS PAC CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	24	0	0.000	N-S(1): 0.091
	TH	1.00	59	1,600	0.076 *	N-S(2): 0.184 *
	LT	0.00	38	1,600	0.024	E-W(1): 0.401 *
Westbound	RT	0.00	54	0	0.000	E-W(2): 0.225
	TH	2.00	596	3,200	0.203	V/C: 0.585
	LT	1.00	82	1,600	0.051 *	Lost Time: 0.100
Northbound	RT	1.00	118	1,600	0.023	
	TH	1.00	107	1,600	0.067	
	LT	1.00	173	1,600	0.108 *	
Eastbound	RT	0.00	102	0	0.000	ICU: 0.685
	TH	2.00	1,019	3,200	0.350 *	
	LT	1.00	35	1,600	0.022	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** EXISTING PLUS PAC CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	18	1,600	0.003	N-S(1): 0.198 *
	TH	1.00	152	1,600	0.095 *	N-S(2): 0.000
	LT	1.00	111	1,600	0.069	E-W(1): 0.147 *
Westbound	RT	1.00	157	1,600	0.029	E-W(2): 0.038
	TH	2.00	54	3,200	0.017	V/C: 0.345
	LT	1.00	86	1,600	0.054 *	Lost Time: 0.100
Northbound	RT	1.00	150	1,600	0.040	
	TH	1.00	164	1,600	0.103 *	
	LT	1.00	59	1,600	0.037	
Eastbound	RT	0.00	62	0	0.000	ICU: 0.445
	TH	1.00	73	1,600	0.093 *	
	LT	0.00	14	1,600	0.009	LOS: A

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** EXISTING PLUS PAC CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	157	0	0.000	N-S(1): 0.091
	TH	1.00	47	1,600	0.161 *	N-S(2): 0.177 *
	LT	0.00	53	1,600	0.033	E-W(1): 0.387 *
Westbound	RT	1.00	55	1,600	0.001	E-W(2): 0.267
	TH	2.00	543	3,200	0.170	V/C: 0.564
	LT	1.00	46	1,600	0.029 *	Lost Time: 0.100
Northbound	RT	0.00	30	0	0.000	
	TH	1.00	38	1,600	0.058	
	LT	0.00	25	1,600	0.016 *	
Eastbound	RT	0.00	44	0	0.000	ICU: 0.664
	TH	2.00	1,102	3,200	0.358 *	
	LT	1.00	155	1,600	0.097	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** EXISTING PLUS PAC CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: PM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	43	1,168	0.024	N-S(1): 0.164 * N-S(2): 0.104 E-W(1): 0.161 * E-W(2): 0.130
	TH	1.00	78	1,168	0.104	
	LT	0.00	44	0	0.000 *	
Westbound	RT	0.00	41	0	0.000	
	TH	2.00	182	2,336	0.117	
	LT	0.00	51	0	0.000 *	
Northbound	RT	0.00	51	0	0.000	
	TH	1.00	125	1,168	0.164 *	
	LT	0.00	15	0	0.000	
Eastbound	RT	1.00	20	1,168	0.004	
	TH	2.00	376	2,336	0.161 *	
	LT	1.00	15	1,168	0.013	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	69	0	0.000	N-S(1): 0.122 N-S(2): 0.130 * E-W(1): 0.184 * E-W(2): 0.095
	TH	1.00	57	1,168	0.108 *	
	LT	1.00	33	1,168	0.028	
Westbound	RT	0.00	37	0	0.000	
	TH	2.00	184	2,336	0.095	
	LT	1.00	5	1,168	0.004 *	
Northbound	RT	0.00	29	0	0.000	
	TH	1.00	81	1,168	0.094	
	LT	1.00	26	1,168	0.022 *	
Eastbound	RT	0.00	34	0	0.000	
	TH	1.00	387	2,336	0.180 *	
	LT	1.00	64	0	0.000	

\* = Critical Movement

Observed				N-S:	0.164
Gate Lost Time (sec)-	54	46	47	E-W:	0.184
	46	47	46		
Total Seconds-	286			V/C:	0.348
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.448
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	11	0	0.000	N-S(1): 0.116 *
	TH	1.00	30	1,600	0.049	N-S(2): 0.090
	LT	0.00	37	1,600	0.023 *	E-W(1): 0.435 *
Westbound	RT	0.00	49	0	0.000	E-W(2): 0.263
	TH	2.00	724	3,200	0.242	V/C: 0.551
	LT	1.00	59	1,600	0.037 *	Lost Time: 0.100
Northbound	RT	0.00	49	0	0.000	
	TH	1.00	34	1,600	0.093 *	
	LT	0.00	65	1,600	0.041	
Eastbound	RT	0.00	91	0	0.000	ICU: 0.651
	TH	2.00	1,183	3,200	0.398 *	
	LT	1.00	34	1,600	0.021	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	76	0	0.000	N-S(1): 0.088
	TH	1.00	18	1,600	0.064 *	N-S(2): 0.090 *
	LT	0.00	8	1,600	0.005	E-W(1): 0.463 *
Westbound	RT	1.00	11	1,600	0.002	E-W(2): 0.284
	TH	2.00	699	3,200	0.218	V/C: 0.553
	LT	1.00	55	1,600	0.034 *	Lost Time: 0.100
Northbound	RT	0.00	62	0	0.000	
	TH	1.00	28	1,600	0.083	
	LT	0.00	42	1,600	0.026 *	
Eastbound	RT	0.00	38	0	0.000	ICU: 0.653
	TH	2.00	1,336	3,200	0.429 *	
	LT	1.00	105	1,600	0.066	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	26	0	0.000	N-S(1): 0.097
	TH	1.00	62	1,600	0.081 *	N-S(2): 0.191 *
	LT	0.00	41	1,600	0.026	E-W(1): 0.432 *
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.244
	TH	2.00	646	3,200	0.220	V/C: 0.623
	LT	1.00	86	1,600	0.054 *	Lost Time: 0.100
Northbound	RT	1.00	123	1,600	0.023	
	TH	1.00	113	1,600	0.071	
	LT	1.00	176	1,600	0.110 *	
Eastbound	RT	0.00	104	0	0.000	ICU: 0.723
	TH	2.00	1,105	3,200	0.378 *	
	LT	1.00	38	1,600	0.024	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	14	1,600	0.006	N-S(1): 0.203 *
	TH	1.00	159	1,600	0.099 *	N-S(2): 0.000
	LT	1.00	121	1,600	0.076	E-W(1): 0.137 *
Westbound	RT	1.00	171	1,600	0.031	E-W(2): 0.034
	TH	2.00	52	3,200	0.016	V/C: 0.340
	LT	1.00	94	1,600	0.059 *	Lost Time: 0.100
Northbound	RT	1.00	158	1,600	0.040	
	TH	1.00	167	1,600	0.104 *	
	LT	1.00	55	1,600	0.034	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.440
	TH	1.00	69	1,600	0.078 *	
	LT	0.00	5	1,600	0.003	LOS: A

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	147	0	0.000	N-S(1): 0.091
	TH	1.00	48	1,600	0.151 *	N-S(2): 0.168 *
	LT	0.00	47	1,600	0.029	E-W(1): 0.421 *
Westbound	RT	1.00	53	1,600	0.004	E-W(2): 0.283
	TH	2.00	591	3,200	0.185	
	LT	1.00	50	1,600	0.031 *	V/C: 0.589
Northbound	RT	0.00	33	0	0.000	Lost Time: 0.100
	TH	1.00	39	1,600	0.062	
	LT	0.00	27	1,600	0.017 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.689
	TH	2.00	1,199	3,200	0.390 *	
	LT	1.00	156	1,600	0.098	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) BASE CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: PM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	46	1,168	0.027	N-S(1): 0.177 * N-S(2): 0.114 E-W(1): 0.171 * E-W(2): 0.138
	TH	1.00	85	1,168	0.114	
	LT	0.00	48	0	0.000 *	
Westbound	RT	0.00	45	0	0.000	
	TH	2.00	194	2,336	0.126	
	LT	0.00	55	0	0.000 *	
Northbound	RT	0.00	55	0	0.000	
	TH	1.00	136	1,168	0.177 *	
	LT	0.00	16	0	0.000	
Eastbound	RT	1.00	16	1,168	0.000	
	TH	2.00	400	2,336	0.171 *	
	LT	1.00	14	1,168	0.012	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.134 N-S(2): 0.141 * E-W(1): 0.196 * E-W(2): 0.101
	TH	1.00	62	1,168	0.117 *	
	LT	1.00	36	1,168	0.031	
Westbound	RT	0.00	40	0	0.000	
	TH	2.00	196	2,336	0.101	
	LT	1.00	5	1,168	0.004 *	
Northbound	RT	0.00	32	0	0.000	
	TH	1.00	88	1,168	0.103	
	LT	1.00	28	1,168	0.024 *	
Eastbound	RT	0.00	37	0	0.000	
	TH	1.00	412	2,336	0.192 *	
	LT	1.00	70	0	0.000	

\* = Critical Movement

Observed				N-S:	0.177
Gate Lost Time (sec)-	54	46	47	E-W:	0.196
	46	47	46		
Total Seconds-	286			V/C:	0.373
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.473
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PAC CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	11	0	0.000	N-S(1): 0.132 *
	TH	1.00	33	1,600	0.051	N-S(2): 0.103
	LT	0.00	37	1,600	0.023 *	E-W(1): 0.441 *
Westbound	RT	0.00	49	0	0.000	E-W(2): 0.266
	TH	2.00	735	3,200	0.245	V/C: 0.573
	LT	1.00	61	1,600	0.038 *	Lost Time: 0.100
Northbound	RT	0.00	52	0	0.000	
	TH	1.00	39	1,600	0.109 *	
	LT	0.00	83	1,600	0.052	
Eastbound	RT	0.00	101	0	0.000	ICU: 0.673
	TH	2.00	1,189	3,200	0.403 *	
	LT	1.00	34	1,600	0.021	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PAC CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period:</b>		<b>PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS		
Southbound	RT	0.00	79	0	0.000	N-S(1):	0.088	
	TH	1.00	20	1,600	0.067 *	N-S(2):	0.093 *	
	LT	0.00	8	1,600	0.005	E-W(1):	0.467 *	
Westbound	RT	1.00	11	1,600	0.002	E-W(2):	0.292	
	TH	2.00	721	3,200	0.225	V/C:	0.560	
	LT	1.00	55	1,600	0.034 *	Lost Time:	0.100	
Northbound	RT	0.00	62	0	0.000			
	TH	1.00	29	1,600	0.083			
	LT	0.00	42	1,600	0.026 *			
Eastbound	RT	0.00	38	0	0.000	ICU:	0.660	
	TH	2.00	1,348	3,200	0.433 *			
	LT	1.00	107	1,600	0.067	LOS:	B	

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PAC CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	26	0	0.000	N-S(1): 0.099
	TH	1.00	64	1,600	0.082 *	N-S(2): 0.199 *
	LT	0.00	41	1,600	0.026	E-W(1): 0.437 *
Westbound	RT	0.00	59	0	0.000	E-W(2): 0.245
	TH	2.00	648	3,200	0.221	V/C: 0.636
	LT	1.00	89	1,600	0.056 *	Lost Time: 0.100
Northbound	RT	1.00	128	1,600	0.024	
	TH	1.00	116	1,600	0.073	
	LT	1.00	187	1,600	0.117 *	
Eastbound	RT	0.00	110	0	0.000	ICU: 0.736
	TH	2.00	1,108	3,200	0.381 *	
	LT	1.00	38	1,600	0.024	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PAC CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	19	1,600	0.003	N-S(1): 0.214 *
	TH	1.00	165	1,600	0.103 *	N-S(2): 0.000
	LT	1.00	121	1,600	0.076	E-W(1): 0.158 *
Westbound	RT	1.00	171	1,600	0.031	E-W(2): 0.040
	TH	2.00	58	3,200	0.018	V/C: 0.372
	LT	1.00	94	1,600	0.059 *	Lost Time: 0.100
Northbound	RT	1.00	163	1,600	0.043	
	TH	1.00	177	1,600	0.111 *	
	LT	1.00	63	1,600	0.039	
Eastbound	RT	0.00	66	0	0.000	ICU: 0.472
	TH	1.00	79	1,600	0.099 *	
	LT	0.00	14	1,600	0.009	LOS: A

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PAC CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: PM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	169	0	0.000	N-S(1): 0.099
	TH	1.00	51	1,600	0.173 *	N-S(2): 0.190 *
	LT	0.00	57	1,600	0.036	E-W(1): 0.421 *
Westbound	RT	1.00	59	1,600	0.001	E-W(2): 0.290
	TH	2.00	591	3,200	0.185	V/C: 0.611
	LT	1.00	50	1,600	0.031 *	Lost Time: 0.100
Northbound	RT	0.00	33	0	0.000	
	TH	1.00	41	1,600	0.063	
	LT	0.00	27	1,600	0.017 *	
Eastbound	RT	0.00	48	0	0.000	ICU: 0.711
	TH	2.00	1,199	3,200	0.390 *	
	LT	1.00	168	1,600	0.105	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PAC CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: PM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	47	1,168	0.027	N-S(1): 0.177 * N-S(2): 0.114 E-W(1): 0.175 * E-W(2): 0.142
	TH	1.00	85	1,168	0.114	
	LT	0.00	48	0	0.000 *	
Westbound	RT	0.00	45	0	0.000	
	TH	2.00	198	2,336	0.128	
	LT	0.00	55	0	0.000 *	
Northbound	RT	0.00	55	0	0.000	
	TH	1.00	136	1,168	0.177 *	
	LT	0.00	16	0	0.000	
Eastbound	RT	1.00	21	1,168	0.004	
	TH	2.00	408	2,336	0.175 *	
	LT	1.00	16	1,168	0.014	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	75	0	0.000	N-S(1): 0.134 N-S(2): 0.141 * E-W(1): 0.200 * E-W(2): 0.103
	TH	1.00	62	1,168	0.117 *	
	LT	1.00	36	1,168	0.031	
Westbound	RT	0.00	40	0	0.000	
	TH	2.00	200	2,336	0.103	
	LT	1.00	5	1,168	0.004 *	
Northbound	RT	0.00	32	0	0.000	
	TH	1.00	88	1,168	0.103	
	LT	1.00	28	1,168	0.024 *	
Eastbound	RT	0.00	37	0	0.000	
	TH	1.00	420	2,336	0.196 *	
	LT	1.00	70	0	0.000	

\* = Critical Movement

Observed				N-S:	0.177
Gate Lost Time (sec)-	54	46	47	E-W:	0.200
	46	47	46		
Total Seconds-	286			V/C:	0.377
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.477
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

## **APPENDIX K**

### **Alternatives Level of Service Worksheets**

**Alternative 2: Proposed Project Alternative without Acquisition Parcels  
Level of Service Worksheets**

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 1**  
**North/South Street:** CENTRAL AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	147	0	0.000	N-S(1): 0.319
	TH	2.00	897	3,200	0.326 *	N-S(2): 0.419 *
	LT	1.00	178	1,600	0.111	E-W(1): 0.227
Westbound	RT	1.00	238	1,600	0.038	E-W(2): 0.303 *
	TH	2.00	801	3,200	0.250 *	
	LT	1.00	110	1,600	0.069	V/C: 0.722
Northbound	RT	0.00	78	0	0.000	Lost Time: 0.100
	TH	2.00	588	3,200	0.208	
	LT	1.00	149	1,600	0.093 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.822
	TH	2.00	384	3,200	0.158	
	LT	1.00	84	1,600	0.053 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 2**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	138	0	0.000	N-S(1): 0.295
	TH	2.00	799	3,200	0.293 *	N-S(2): 0.356 *
	LT	1.00	197	1,600	0.123	E-W(1): 0.342 *
Westbound	RT	1.00	178	1,600	0.000	E-W(2): 0.292
	TH	2.00	756	3,200	0.236	
	LT	1.00	181	1,600	0.113 *	V/C: 0.698
Northbound	RT	1.00	161	1,600	0.000	Lost Time: 0.100
	TH	2.00	550	3,200	0.172	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	146	0	0.000	ICU: 0.798
	TH	2.00	588	3,200	0.229 *	
	LT	1.00	90	1,600	0.056	LOS: C

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 3**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	125	0	0.000	N-S(1): 0.300
	TH	2.00	965	3,200	0.341 *	N-S(2): 0.397 *
	LT	1.00	177	1,600	0.111	E-W(1): 0.258
Westbound	RT	0.00	195	0	0.000	E-W(2): 0.427 *
	TH	2.00	962	3,200	0.362 *	
	LT	1.00	159	1,600	0.099	V/C: 0.824
Northbound	RT	0.00	120	0	0.000	Lost Time: 0.100
	TH	2.00	485	3,200	0.189	
	LT	1.00	89	1,600	0.056 *	
Eastbound	RT	1.00	112	1,600	0.014	ICU: 0.924
	TH	2.00	508	3,200	0.159	
	LT	1.00	104	1,600	0.065 *	LOS: E

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 4**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** CALDWELL STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane:	1200 vph	N-S Split Phase :	N
Left-Turn Lane:	1200 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.266
	TH	2.00	1,175	2,400	0.502 *	N-S(2): 0.535 *
	LT	1.00	21	1,200	0.018	E-W(1): 0.243 *
Westbound	RT	0.00	14	0	0.000	E-W(2): 0.178
	TH	1.00	37	1,200	0.085	
	LT	0.00	51	1,200	0.043 *	V/C: 0.778
Northbound	RT	0.00	17	0	0.000	Lost Time: 0.100
	TH	2.00	577	2,400	0.248	
	LT	1.00	39	1,200	0.033 *	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.878
	TH	1.00	34	1,200	0.200 *	
	LT	0.00	112	1,200	0.093	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 5**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** GREENLEAF BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	44	0	0.000	N-S(1): 0.238
	TH	2.00	1,136	3,200	0.369 *	N-S(2): 0.387 *
	LT	1.00	127	1,600	0.079	E-W(1): 0.365 *
Westbound	RT	0.00	77	0	0.000	E-W(2): 0.333
	TH	1.00	414	1,600	0.307	
	LT	1.00	277	1,600	0.173 *	V/C: 0.752
Northbound	RT	1.00	92	1,600	0.000	Lost Time: 0.100
	TH	2.00	510	3,200	0.159	
	LT	1.00	29	1,600	0.018 *	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.852
	TH	1.00	235	1,600	0.192 *	
	LT	1.00	42	1,600	0.026	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 6**  
**North/South Street:** CENTER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.139
	TH	1.00	38	1,600	0.181 *	N-S(2): 0.195 *
	LT	0.00	143	1,600	0.089	E-W(1): 0.280
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.424 *
	TH	2.00	1,199	3,200	0.395 *	V/C: 0.619
	LT	1.00	53	1,600	0.033	Lost Time: 0.100
Northbound	RT	0.00	37	0	0.000	
	TH	1.00	21	1,600	0.050	
	LT	0.00	22	1,600	0.014 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.719
	TH	2.00	763	3,200	0.247	
	LT	1.00	46	1,600	0.029 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.240 *
	TH	1.00	101	1,600	0.103	N-S(2): 0.206
	LT	0.00	54	1,600	0.034 *	E-W(1): 0.395 *
Westbound	RT	0.00	23	0	0.000	E-W(2): 0.288
	TH	2.00	853	3,200	0.274	V/C: 0.635
	LT	1.00	75	1,600	0.047 *	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	1.00	84	1,600	0.206 *	
	LT	0.00	165	1,600	0.103	
Eastbound	RT	0.00	246	0	0.000	ICU: 0.735
	TH	2.00	867	3,200	0.348 *	
	LT	1.00	23	1,600	0.014	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	153	0	0.000	N-S(1): 0.160
	TH	1.00	56	1,600	0.135 *	N-S(2): 0.177 *
	LT	0.00	7	1,600	0.004	E-W(1): 0.297
Westbound	RT	1.00	5	1,600	0.000	E-W(2): 0.429 *
	TH	2.00	1,106	3,200	0.346 *	V/C: 0.606
	LT	1.00	74	1,600	0.046	Lost Time: 0.100
Northbound	RT	0.00	125	0	0.000	
	TH	1.00	58	1,600	0.156	
	LT	0.00	67	1,600	0.042 *	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.706
	TH	2.00	753	3,200	0.251	
	LT	1.00	133	1,600	0.083 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 9**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ROSECRANS AVENUE  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.118 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.068
	LT	0.00	0	0	0.000 *	E-W(1): 0.391
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.407 *
	TH	2.00	1,303	3,200	0.407 *	V/C: 0.525
	LT	1.00	64	1,600	0.040	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	1.00	0	1,600	0.118 *	
	LT	0.00	108	1,600	0.068	
Eastbound	RT	0.00	74	0	0.000	ICU: 0.625
	TH	2.00	1,050	3,200	0.351	
	LT	0.00	0	0	0.000 *	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.112
	TH	1.00	173	1,600	0.153 *	N-S(2): 0.262 *
	LT	0.00	42	1,600	0.026	E-W(1): 0.430 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.264
	TH	2.00	776	3,200	0.254	V/C: 0.692
	LT	1.00	215	1,600	0.134 *	Lost Time: 0.100
Northbound	RT	1.00	119	1,600	0.000	
	TH	1.00	137	1,600	0.086	
	LT	1.00	175	1,600	0.109 *	
Eastbound	RT	0.00	258	0	0.000	ICU: 0.792
	TH	2.00	688	3,200	0.296 *	
	LT	1.00	16	1,600	0.010	LOS: C

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	105	1,600	0.000	N-S(1): 0.306 *
	TH	1.00	260	1,600	0.163 *	N-S(2): 0.000
	LT	1.00	120	1,600	0.075	E-W(1): 0.297 *
Westbound	RT	1.00	274	1,600	0.096	E-W(2): 0.162
	TH	2.00	125	3,200	0.039	V/C: 0.603
	LT	1.00	76	1,600	0.048 *	Lost Time: 0.100
Northbound	RT	1.00	76	1,600	0.000	
	TH	1.00	228	1,600	0.143 *	
	LT	1.00	111	1,600	0.069	
Eastbound	RT	0.00	171	0	0.000	ICU: 0.703
	TH	1.00	121	1,600	0.249 *	
	LT	0.00	106	1,600	0.066	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	231	0	0.000	N-S(1): 0.153
	TH	1.00	34	1,600	0.235 *	N-S(2): 0.255 *
	LT	0.00	111	1,600	0.069	E-W(1): 0.235
Westbound	RT	1.00	125	1,600	0.009	E-W(2): 0.432 *
	TH	2.00	935	3,200	0.292 *	
	LT	1.00	48	1,600	0.030	V/C: 0.687
Northbound	RT	0.00	62	0	0.000	Lost Time: 0.100
	TH	1.00	41	1,600	0.084	
	LT	0.00	32	1,600	0.020 *	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.787
	TH	2.00	629	3,200	0.205	
	LT	1.00	224	1,600	0.140 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: AM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,168	0.081	N-S(1): 0.166 * N-S(2): 0.144 E-W(1): 0.098 E-W(2): 0.239 *
	TH	1.00	131	1,168	0.144	
	LT	0.00	37	0	0.000 *	
Westbound	RT	0.00	62	0	0.000	
	TH	2.00	395	2,336	0.220 *	
	LT	0.00	58	0	0.000	
Northbound	RT	0.00	46	0	0.000	
	TH	1.00	113	1,168	0.166 *	
	LT	0.00	35	0	0.000	
Eastbound	RT	1.00	43	1,168	0.007	
	TH	2.00	230	2,336	0.098	
	LT	1.00	22	1,168	0.019 *	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.065 N-S(2): 0.083 * E-W(1): 0.123 E-W(2): 0.203 *
	TH	1.00	39	1,168	0.068 *	
	LT	1.00	23	1,168	0.020	
Westbound	RT	0.00	17	0	0.000	
	TH	2.00	457	2,336	0.203 *	
	LT	1.00	11	1,168	0.009	
Northbound	RT	0.00	16	0	0.000	
	TH	1.00	36	1,168	0.045	
	LT	1.00	18	1,168	0.015 *	
Eastbound	RT	0.00	33	0	0.000	
	TH	1.00	233	2,336	0.114	
	LT	1.00	44	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.166
Gate Lost Time (sec)-	54	46	47	E-W:	0.239
	46	47	46		
Total Seconds-	286			V/C:	0.405
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.505
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 14</b>						
<b>North/South Street: WILLOWBROOK AVENUE</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>WILLOWBROOK AV (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	42	0	0.000	N-S(1): 0.098
	TH	1.00	109	1,168	0.164 *	N-S(2): 0.164 *
	LT	0.00	40	0	0.000	E-W(1): 0.317
Westbound	RT	0.00	79	0	0.000	E-W(2): 0.483 *
	TH	2.00	994	2,336	0.460 *	
	LT	0.00	1	0	0.000	
Northbound	RT	0.00	20	0	0.000	
	TH	1.00	75	1,168	0.098	
	LT	0.00	20	0	0.000 *	
Eastbound	RT	1.00	22	1,168	0.002	
	TH	2.00	740	2,336	0.317	
	LT	1.00	27	1,168	0.023 *	
<b>WILLOWBROOK AV (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.065
	TH	1.00	59	1,168	0.076 *	N-S(2): 0.111 *
	LT	1.00	13	1,168	0.011	E-W(1): 0.341
Westbound	RT	1.00	12	1,168	0.000	E-W(2): 0.455 *
	TH	2.00	1,063	2,336	0.455 *	
	LT	1.00	8	1,168	0.007	
Northbound	RT	0.00	25	0	0.000	
	TH	1.00	38	1,168	0.054	
	LT	1.00	41	1,168	0.035 *	
Eastbound	RT	0.00	44	0	0.000	
	TH	2.00	732	2,336	0.334	
	LT	0.00	4	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.164
Gate Lost Time (sec)-	49	45	46	E-W:	0.483
	47	52	49		
Total Seconds-	288			V/C:	0.647
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.747
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	C
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 15</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: COMPTON BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	94	0	0.000	N-S(1): 0.212
	TH	2.00	882	3,200	0.305 *	N-S(2): 0.331 *
	LT	1.00	105	1,600	0.066	E-W(1): 0.196
Westbound	RT	0.00	117	0	0.000	E-W(2): 0.314 *
	TH	2.00	778	3,200	0.280 *	
	LT	1.00	27	1,600	0.017	
Northbound	RT	0.00	23	0	0.000	
	TH	2.00	444	3,200	0.146	
	LT	1.00	42	1,600	0.026 *	
Eastbound	RT	0.00	55	0	0.000	
	TH	2.00	517	3,200	0.179	
	LT	1.00	55	1,600	0.034 *	
<b>ALAMEDA ST (E)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.153
	TH	1.00	266	1,600	0.174 *	N-S(2): 0.202 *
	LT	1.00	62	1,600	0.039	E-W(1): 0.212
Westbound	RT	1.00	40	1,600	0.000	E-W(2): 0.277 *
	TH	2.00	866	3,200	0.271 *	
	LT	1.00	20	1,600	0.013	
Northbound	RT	0.00	47	0	0.000	
	TH	1.00	135	1,600	0.114	
	LT	1.00	45	1,600	0.028 *	
Eastbound	RT	0.00	30	0	0.000	
	TH	2.00	606	3,200	0.199	
	LT	1.00	9	1,600	0.006 *	

\* = Critical Movement

N-S:	0.331
E-W:	0.314
V/C:	0.645
Lost Time:	0.100
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ICU:	0.745
LOS:	C

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 16</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.154
	TH	2.00	762	3,200	0.263 *	N-S(2): 0.300 *
	LT	1.00	60	1,600	0.038	E-W(1): 0.012
Westbound	RT	1.00	79	1,600	0.012	E-W(2): 0.205 *
	TH	2.00	952	3,200	0.298 *	
	LT	1.00	44	1,600	0.028	
Northbound	RT	0.00	32	0	0.000	
	TH	2.00	340	3,200	0.116	
	LT	1.00	59	1,600	0.037 *	
Eastbound	RT	0.00	48	0	0.000	
	TH	2.00	607	3,200	0.205	
	LT	1.00	37	1,600	0.023 *	
<b>ALAMEDA ST (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.091
	TH	1.00	193	1,600	0.146 *	N-S(2): 0.159 *
	LT	1.00	64	1,600	0.040	E-W(1): 0.325 *
Westbound	RT	0.00	33	0	0.000	E-W(2): 0.207
	TH	2.00	1,006	3,200	0.325 *	
	LT	1.00	14	1,600	0.009	
Northbound	RT	0.00	10	0	0.000	
	TH	1.00	71	1,600	0.051	
	LT	1.00	21	1,600	0.013 *	
Eastbound	RT	0.00	5	0	0.000	
	TH	2.00	656	3,200	0.207	
	LT	1.00	35	1,600	0.022 *	

\* = Critical Movement

N-S:	0.300
E-W:	0.325
V/C:	0.625
Lost Time:	0.100
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ICU:	0.725
LOS:	C

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 17</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: GREENLEAF BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.214
	TH	2.00	659	3,200	0.229 *	N-S(2): 0.267 *
	LT	1.00	85	1,600	0.053	E-W(1): 0.288 *
Westbound	RT	1.00	38	1,600	0.000	E-W(2): 0.110
	TH	2.00	303	3,200	0.095	
	LT	1.00	269	1,600	0.168 *	
Northbound	RT	0.00	111	0	0.000	
	TH	2.00	404	3,200	0.161	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	121	0	0.000	
	TH	2.00	264	3,200	0.120 *	
	LT	1.00	24	1,600	0.015	
<b>ALAMEDA ST (E)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	194	1,600	0.084 *	N-S(1): 0.012
	TH	1.00	9	1,600	0.006	N-S(2): 0.087 *
	LT	1.00	16	1,600	0.010	E-W(1): 0.147
Westbound	RT	1.00	20	1,600	0.003	E-W(2): 0.294 *
	TH	1.00	411	1,600	0.257 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	0	0	0.000	
	TH	1.00	3	1,600	0.002	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	20	0	0.000	
	TH	2.00	382	3,200	0.144	
	LT	0.00	59	1,600	0.037 *	LOS: A

\* = Critical Movement

N-S:	0.267
E-W:	0.294
V/C:	0.561
Lost Time:	0.100
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ICU:	0.661
LOS:	B

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 18**  
**North/South Street:** SANTA FE AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.251
	TH	2.00	979	3,200	0.340 *	N-S(2): 0.418 *
	LT	1.00	113	1,600	0.071	E-W(1): 0.263
Westbound	RT	1.00	179	1,600	0.041	E-W(2): 0.299 *
	TH	2.00	824	3,200	0.258 *	
	LT	1.00	159	1,600	0.099	V/C: 0.717
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	2.00	520	3,200	0.180	
	LT	1.00	125	1,600	0.078 *	
Eastbound	RT	1.00	138	1,600	0.008	ICU: 0.817
	TH	2.00	525	3,200	0.164	
	LT	1.00	65	1,600	0.041 *	LOS: D

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 19**  
**North/South Street:** LONG BEACH BOULEVARD  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 2 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	102	0	0.000	N-S(1): 0.278
	TH	2.00	682	3,200	0.245 *	N-S(2): 0.309 *
	LT	1.00	161	1,600	0.101	E-W(1): 0.267
Westbound	RT	1.00	185	1,600	0.015	E-W(2): 0.345 *
	TH	2.00	901	3,200	0.282 *	
	LT	1.00	141	1,600	0.088	V/C: 0.654
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	505	3,200	0.177	
	LT	1.00	103	1,600	0.064 *	
Eastbound	RT	1.00	70	1,600	0.000	ICU: 0.754
	TH	2.00	572	3,200	0.179	
	LT	1.00	101	1,600	0.063 *	LOS: C

\* = Critical Movement

**Alternative 3: Reduced Sized Campus Project Alternative with Acquisition Parcels  
Level of Service Worksheets**

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 1**  
**North/South Street:** CENTRAL AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	147	0	0.000	N-S(1): 0.319
	TH	2.00	897	3,200	0.326 *	N-S(2): 0.419 *
	LT	1.00	178	1,600	0.111	E-W(1): 0.227
Westbound	RT	1.00	238	1,600	0.038	E-W(2): 0.303 *
	TH	2.00	801	3,200	0.250 *	
	LT	1.00	110	1,600	0.069	V/C: 0.722
Northbound	RT	0.00	78	0	0.000	Lost Time: 0.100
	TH	2.00	588	3,200	0.208	
	LT	1.00	149	1,600	0.093 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.822
	TH	2.00	384	3,200	0.158	
	LT	1.00	84	1,600	0.053 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 2**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	138	0	0.000	N-S(1): 0.295
	TH	2.00	799	3,200	0.293 *	N-S(2): 0.356 *
	LT	1.00	197	1,600	0.123	E-W(1): 0.342 *
Westbound	RT	1.00	178	1,600	0.000	E-W(2): 0.292
	TH	2.00	756	3,200	0.236	
	LT	1.00	181	1,600	0.113 *	V/C: 0.698
Northbound	RT	1.00	161	1,600	0.000	Lost Time: 0.100
	TH	2.00	550	3,200	0.172	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	146	0	0.000	ICU: 0.798
	TH	2.00	588	3,200	0.229 *	
	LT	1.00	90	1,600	0.056	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 3**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	125	0	0.000	N-S(1): 0.300
	TH	2.00	965	3,200	0.341 *	N-S(2): 0.397 *
	LT	1.00	177	1,600	0.111	E-W(1): 0.258
Westbound	RT	0.00	195	0	0.000	E-W(2): 0.427 *
	TH	2.00	962	3,200	0.362 *	
	LT	1.00	159	1,600	0.099	V/C: 0.824
Northbound	RT	0.00	120	0	0.000	Lost Time: 0.100
	TH	2.00	485	3,200	0.189	
	LT	1.00	89	1,600	0.056 *	
Eastbound	RT	1.00	112	1,600	0.014	ICU: 0.924
	TH	2.00	508	3,200	0.159	
	LT	1.00	104	1,600	0.065 *	LOS: E

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 4**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** CALDWELL STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane: 1200 vph	N-S Split Phase : N
Left-Turn Lane: 1200 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.266
	TH	2.00	1,175	2,400	0.502 *	N-S(2): 0.535 *
	LT	1.00	21	1,200	0.018	E-W(1): 0.243 *
Westbound	RT	0.00	14	0	0.000	E-W(2): 0.178
	TH	1.00	37	1,200	0.085	
	LT	0.00	51	1,200	0.043 *	V/C: 0.778
Northbound	RT	0.00	17	0	0.000	Lost Time: 0.100
	TH	2.00	577	2,400	0.248	
	LT	1.00	39	1,200	0.033 *	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.878
	TH	1.00	34	1,200	0.200 *	
	LT	0.00	112	1,200	0.093	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 5**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** GREENLEAF BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	44	0	0.000	N-S(1): 0.238
	TH	2.00	1,136	3,200	0.369 *	N-S(2): 0.387 *
	LT	1.00	127	1,600	0.079	E-W(1): 0.365 *
Westbound	RT	0.00	77	0	0.000	E-W(2): 0.333
	TH	1.00	414	1,600	0.307	
	LT	1.00	277	1,600	0.173 *	V/C: 0.752
Northbound	RT	1.00	92	1,600	0.000	Lost Time: 0.100
	TH	2.00	510	3,200	0.159	
	LT	1.00	29	1,600	0.018 *	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.852
	TH	1.00	235	1,600	0.192 *	
	LT	1.00	42	1,600	0.026	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 6**  
**North/South Street:** CENTER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.139
	TH	1.00	38	1,600	0.181 *	N-S(2): 0.195 *
	LT	0.00	143	1,600	0.089	E-W(1): 0.280
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.424 *
	TH	2.00	1,199	3,200	0.395 *	V/C: 0.619
	LT	1.00	53	1,600	0.033	Lost Time: 0.100
Northbound	RT	0.00	37	0	0.000	
	TH	1.00	21	1,600	0.050	
	LT	0.00	22	1,600	0.014 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.719
	TH	2.00	763	3,200	0.247	
	LT	1.00	46	1,600	0.029 *	LOS: C

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.240 *
	TH	1.00	101	1,600	0.103	N-S(2): 0.206
	LT	0.00	54	1,600	0.034 *	E-W(1): 0.395 *
Westbound	RT	0.00	23	0	0.000	E-W(2): 0.288
	TH	2.00	853	3,200	0.274	V/C: 0.635
	LT	1.00	75	1,600	0.047 *	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	1.00	84	1,600	0.206 *	
	LT	0.00	165	1,600	0.103	
Eastbound	RT	0.00	246	0	0.000	ICU: 0.735
	TH	2.00	867	3,200	0.348 *	
	LT	1.00	23	1,600	0.014	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	153	0	0.000	N-S(1): 0.160
	TH	1.00	56	1,600	0.135 *	N-S(2): 0.177 *
	LT	0.00	7	1,600	0.004	E-W(1): 0.297
Westbound	RT	1.00	5	1,600	0.000	E-W(2): 0.429 *
	TH	2.00	1,106	3,200	0.346 *	V/C: 0.606
	LT	1.00	74	1,600	0.046	Lost Time: 0.100
Northbound	RT	0.00	125	0	0.000	
	TH	1.00	58	1,600	0.156	
	LT	0.00	67	1,600	0.042 *	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.706
	TH	2.00	753	3,200	0.251	
	LT	1.00	133	1,600	0.083 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 9**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ROSECRANS AVENUE  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.118 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.068
	LT	0.00	0	0	0.000 *	E-W(1): 0.391
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.407 *
	TH	2.00	1,303	3,200	0.407 *	V/C: 0.525
	LT	1.00	64	1,600	0.040	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	1.00	0	1,600	0.118 *	
	LT	0.00	108	1,600	0.068	
Eastbound	RT	0.00	74	0	0.000	ICU: 0.625
	TH	2.00	1,050	3,200	0.351	
	LT	0.00	0	0	0.000 *	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.112
	TH	1.00	173	1,600	0.153 *	N-S(2): 0.262 *
	LT	0.00	42	1,600	0.026	E-W(1): 0.430 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.264
	TH	2.00	776	3,200	0.254	V/C: 0.692
	LT	1.00	215	1,600	0.134 *	Lost Time: 0.100
Northbound	RT	1.00	119	1,600	0.000	
	TH	1.00	137	1,600	0.086	
	LT	1.00	175	1,600	0.109 *	
Eastbound	RT	0.00	258	0	0.000	ICU: 0.792
	TH	2.00	688	3,200	0.296 *	
	LT	1.00	16	1,600	0.010	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	105	1,600	0.000	N-S(1): 0.306 *
	TH	1.00	260	1,600	0.163 *	N-S(2): 0.000
	LT	1.00	120	1,600	0.075	E-W(1): 0.297 *
Westbound	RT	1.00	274	1,600	0.096	E-W(2): 0.162
	TH	2.00	125	3,200	0.039	V/C: 0.603
	LT	1.00	76	1,600	0.048 *	Lost Time: 0.100
Northbound	RT	1.00	76	1,600	0.000	
	TH	1.00	228	1,600	0.143 *	
	LT	1.00	111	1,600	0.069	
Eastbound	RT	0.00	171	0	0.000	ICU: 0.703
	TH	1.00	121	1,600	0.249 *	
	LT	0.00	106	1,600	0.066	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	231	0	0.000	N-S(1): 0.153
	TH	1.00	34	1,600	0.235 *	N-S(2): 0.255 *
	LT	0.00	111	1,600	0.069	E-W(1): 0.235
Westbound	RT	1.00	125	1,600	0.009	E-W(2): 0.432 *
	TH	2.00	935	3,200	0.292 *	
	LT	1.00	48	1,600	0.030	V/C: 0.687
Northbound	RT	0.00	62	0	0.000	Lost Time: 0.100
	TH	1.00	41	1,600	0.084	
	LT	0.00	32	1,600	0.020 *	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.787
	TH	2.00	629	3,200	0.205	
	LT	1.00	224	1,600	0.140 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: AM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,168	0.081	N-S(1): 0.166 * N-S(2): 0.144 E-W(1): 0.098 E-W(2): 0.239 *
	TH	1.00	131	1,168	0.144	
	LT	0.00	37	0	0.000 *	
Westbound	RT	0.00	62	0	0.000	
	TH	2.00	395	2,336	0.220 *	
	LT	0.00	58	0	0.000	
Northbound	RT	0.00	46	0	0.000	
	TH	1.00	113	1,168	0.166 *	
	LT	0.00	35	0	0.000	
Eastbound	RT	1.00	43	1,168	0.007	
	TH	2.00	230	2,336	0.098	
	LT	1.00	22	1,168	0.019 *	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.065 N-S(2): 0.083 * E-W(1): 0.123 E-W(2): 0.203 *
	TH	1.00	39	1,168	0.068 *	
	LT	1.00	23	1,168	0.020	
Westbound	RT	0.00	17	0	0.000	
	TH	2.00	457	2,336	0.203 *	
	LT	1.00	11	1,168	0.009	
Northbound	RT	0.00	16	0	0.000	
	TH	1.00	36	1,168	0.045	
	LT	1.00	18	1,168	0.015 *	
Eastbound	RT	0.00	33	0	0.000	
	TH	1.00	233	2,336	0.114	
	LT	1.00	44	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.166
Gate Lost Time (sec)-	54	46	47	E-W:	0.239
	46	47	46		
Total Seconds-	286			V/C:	0.405
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.505
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 14</b>						
<b>North/South Street: WILLOWBROOK AVENUE</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>WILLOWBROOK AV (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	42	0	0.000	N-S(1): 0.098
	TH	1.00	109	1,168	0.164 *	N-S(2): 0.164 *
	LT	0.00	40	0	0.000	E-W(1): 0.317
Westbound	RT	0.00	79	0	0.000	E-W(2): 0.483 *
	TH	2.00	994	2,336	0.460 *	
	LT	0.00	1	0	0.000	
Northbound	RT	0.00	20	0	0.000	
	TH	1.00	75	1,168	0.098	
	LT	0.00	20	0	0.000 *	
Eastbound	RT	1.00	22	1,168	0.002	
	TH	2.00	740	2,336	0.317	
	LT	1.00	27	1,168	0.023 *	
<b>WILLOWBROOK AV (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.065
	TH	1.00	59	1,168	0.076 *	N-S(2): 0.111 *
	LT	1.00	13	1,168	0.011	E-W(1): 0.341
Westbound	RT	1.00	12	1,168	0.000	E-W(2): 0.455 *
	TH	2.00	1,063	2,336	0.455 *	
	LT	1.00	8	1,168	0.007	
Northbound	RT	0.00	25	0	0.000	
	TH	1.00	38	1,168	0.054	
	LT	1.00	41	1,168	0.035 *	
Eastbound	RT	0.00	44	0	0.000	
	TH	2.00	732	2,336	0.334	
	LT	0.00	4	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.164
Gate Lost Time (sec)-	49	45	46	E-W:	0.483
	47	52	49		
Total Seconds-	288			V/C:	0.647
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.747
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	C
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				



<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 15</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: COMPTON BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	94	0	0.000	N-S(1): 0.212
	TH	2.00	882	3,200	0.305 *	N-S(2): 0.331 *
	LT	1.00	105	1,600	0.066	E-W(1): 0.196
Westbound	RT	0.00	117	0	0.000	E-W(2): 0.314 *
	TH	2.00	778	3,200	0.280 *	
	LT	1.00	27	1,600	0.017	
Northbound	RT	0.00	23	0	0.000	
	TH	2.00	444	3,200	0.146	
	LT	1.00	42	1,600	0.026 *	
Eastbound	RT	0.00	55	0	0.000	
	TH	2.00	517	3,200	0.179	
	LT	1.00	55	1,600	0.034 *	
<b>ALAMEDA ST (E)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.153
	TH	1.00	266	1,600	0.174 *	N-S(2): 0.202 *
	LT	1.00	62	1,600	0.039	E-W(1): 0.212
Westbound	RT	1.00	40	1,600	0.000	E-W(2): 0.277 *
	TH	2.00	866	3,200	0.271 *	
	LT	1.00	20	1,600	0.013	
Northbound	RT	0.00	47	0	0.000	
	TH	1.00	135	1,600	0.114	
	LT	1.00	45	1,600	0.028 *	
Eastbound	RT	0.00	30	0	0.000	
	TH	2.00	606	3,200	0.199	
	LT	1.00	9	1,600	0.006 *	

\* = Critical Movement

N-S:	0.331
E-W:	0.314
V/C:	0.645
Lost Time:	0.100
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ICU:	0.745
LOS:	C

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 16</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.154
	TH	2.00	762	3,200	0.263 *	N-S(2): 0.300 *
	LT	1.00	60	1,600	0.038	E-W(1): 0.012
Westbound	RT	1.00	79	1,600	0.012	E-W(2): 0.205 *
	TH	2.00	952	3,200	0.298 *	
	LT	1.00	44	1,600	0.028	
Northbound	RT	0.00	32	0	0.000	
	TH	2.00	340	3,200	0.116	
	LT	1.00	59	1,600	0.037 *	
Eastbound	RT	0.00	48	0	0.000	
	TH	2.00	607	3,200	0.205	
	LT	1.00	37	1,600	0.023 *	
<b>ALAMEDA ST (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.091
	TH	1.00	193	1,600	0.146 *	N-S(2): 0.159 *
	LT	1.00	64	1,600	0.040	E-W(1): 0.325 *
Westbound	RT	0.00	33	0	0.000	E-W(2): 0.207
	TH	2.00	1,006	3,200	0.325 *	
	LT	1.00	14	1,600	0.009	
Northbound	RT	0.00	10	0	0.000	
	TH	1.00	71	1,600	0.051	
	LT	1.00	21	1,600	0.013 *	
Eastbound	RT	0.00	5	0	0.000	
	TH	2.00	656	3,200	0.207	
	LT	1.00	35	1,600	0.022 *	

\* = Critical Movement

N-S:	0.300
E-W:	0.325
V/C:	0.625
Lost Time:	0.100
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ICU:	0.725
LOS:	C

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 17</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: GREENLEAF BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.214
	TH	2.00	659	3,200	0.229 *	N-S(2): 0.267 *
	LT	1.00	85	1,600	0.053	E-W(1): 0.288 *
Westbound	RT	1.00	38	1,600	0.000	E-W(2): 0.110
	TH	2.00	303	3,200	0.095	
	LT	1.00	269	1,600	0.168 *	
Northbound	RT	0.00	111	0	0.000	
	TH	2.00	404	3,200	0.161	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	121	0	0.000	
	TH	2.00	264	3,200	0.120 *	
	LT	1.00	24	1,600	0.015	
<b>ALAMEDA ST (E)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	194	1,600	0.084 *	N-S(1): 0.012
	TH	1.00	9	1,600	0.006	N-S(2): 0.087 *
	LT	1.00	16	1,600	0.010	E-W(1): 0.147
Westbound	RT	1.00	20	1,600	0.003	E-W(2): 0.294 *
	TH	1.00	411	1,600	0.257 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	0	0	0.000	
	TH	1.00	3	1,600	0.002	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	20	0	0.000	
	TH	2.00	382	3,200	0.144	
	LT	0.00	59	1,600	0.037 *	LOS: A

\* = Critical Movement

N-S:	0.267
E-W:	0.294
V/C:	0.561
Lost Time:	0.100
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ICU:	0.661
LOS:	B

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 18**  
**North/South Street:** SANTA FE AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.251
	TH	2.00	979	3,200	0.340 *	N-S(2): 0.418 *
	LT	1.00	113	1,600	0.071	E-W(1): 0.263
Westbound	RT	1.00	179	1,600	0.041	E-W(2): 0.299 *
	TH	2.00	824	3,200	0.258 *	
	LT	1.00	159	1,600	0.099	V/C: 0.717
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	2.00	520	3,200	0.180	
	LT	1.00	125	1,600	0.078 *	
Eastbound	RT	1.00	138	1,600	0.008	ICU: 0.817
	TH	2.00	525	3,200	0.164	
	LT	1.00	65	1,600	0.041 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 19**  
**North/South Street:** LONG BEACH BOULEVARD  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 3 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	102	0	0.000	N-S(1): 0.278
	TH	2.00	682	3,200	0.245 *	N-S(2): 0.309 *
	LT	1.00	161	1,600	0.101	E-W(1): 0.267
Westbound	RT	1.00	185	1,600	0.015	E-W(2): 0.345 *
	TH	2.00	901	3,200	0.282 *	
	LT	1.00	141	1,600	0.088	V/C: 0.654
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	505	3,200	0.177	
	LT	1.00	103	1,600	0.064 *	
Eastbound	RT	1.00	70	1,600	0.000	ICU: 0.754
	TH	2.00	572	3,200	0.179	
	LT	1.00	101	1,600	0.063 *	LOS: C

\* = Critical Movement

**Alternative 4: Reduced Project Alternative without Acquisition Parcels  
Level of Service Worksheets**

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 1**  
**North/South Street:** CENTRAL AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	147	0	0.000	N-S(1): 0.319
	TH	2.00	897	3,200	0.326 *	N-S(2): 0.419 *
	LT	1.00	178	1,600	0.111	E-W(1): 0.227
Westbound	RT	1.00	238	1,600	0.038	E-W(2): 0.303 *
	TH	2.00	801	3,200	0.250 *	
	LT	1.00	110	1,600	0.069	V/C: 0.722
Northbound	RT	0.00	78	0	0.000	Lost Time: 0.100
	TH	2.00	588	3,200	0.208	
	LT	1.00	149	1,600	0.093 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.822
	TH	2.00	384	3,200	0.158	
	LT	1.00	84	1,600	0.053 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 2**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	138	0	0.000	N-S(1): 0.295
	TH	2.00	799	3,200	0.293 *	N-S(2): 0.356 *
	LT	1.00	197	1,600	0.123	E-W(1): 0.342 *
Westbound	RT	1.00	178	1,600	0.000	E-W(2): 0.292
	TH	2.00	756	3,200	0.236	
	LT	1.00	181	1,600	0.113 *	V/C: 0.698
Northbound	RT	1.00	161	1,600	0.000	Lost Time: 0.100
	TH	2.00	550	3,200	0.172	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	146	0	0.000	ICU: 0.798
	TH	2.00	588	3,200	0.229 *	
	LT	1.00	90	1,600	0.056	LOS: C

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 3**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	125	0	0.000	N-S(1): 0.300
	TH	2.00	965	3,200	0.341 *	N-S(2): 0.397 *
	LT	1.00	177	1,600	0.111	E-W(1): 0.258
Westbound	RT	0.00	195	0	0.000	E-W(2): 0.427 *
	TH	2.00	962	3,200	0.362 *	
	LT	1.00	159	1,600	0.099	V/C: 0.824
Northbound	RT	0.00	120	0	0.000	Lost Time: 0.100
	TH	2.00	485	3,200	0.189	
	LT	1.00	89	1,600	0.056 *	
Eastbound	RT	1.00	112	1,600	0.014	ICU: 0.924
	TH	2.00	508	3,200	0.159	
	LT	1.00	104	1,600	0.065 *	LOS: E

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 4**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** CALDWELL STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane:	1200 vph	N-S Split Phase :	N
Left-Turn Lane:	1200 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.266
	TH	2.00	1,175	2,400	0.502 *	N-S(2): 0.535 *
	LT	1.00	21	1,200	0.018	E-W(1): 0.243 *
Westbound	RT	0.00	14	0	0.000	E-W(2): 0.178
	TH	1.00	37	1,200	0.085	
	LT	0.00	51	1,200	0.043 *	V/C: 0.778
Northbound	RT	0.00	17	0	0.000	Lost Time: 0.100
	TH	2.00	577	2,400	0.248	
	LT	1.00	39	1,200	0.033 *	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.878
	TH	1.00	34	1,200	0.200 *	
	LT	0.00	112	1,200	0.093	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 5**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** GREENLEAF BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	44	0	0.000	N-S(1): 0.238
	TH	2.00	1,136	3,200	0.369 *	N-S(2): 0.387 *
	LT	1.00	127	1,600	0.079	E-W(1): 0.365 *
Westbound	RT	0.00	77	0	0.000	E-W(2): 0.333
	TH	1.00	414	1,600	0.307	V/C: 0.752
	LT	1.00	277	1,600	0.173 *	Lost Time: 0.100
Northbound	RT	1.00	92	1,600	0.000	
	TH	2.00	510	3,200	0.159	
	LT	1.00	29	1,600	0.018 *	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.852
	TH	1.00	235	1,600	0.192 *	
	LT	1.00	42	1,600	0.026	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 6**  
**North/South Street:** CENTER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.139
	TH	1.00	38	1,600	0.181 *	N-S(2): 0.195 *
	LT	0.00	143	1,600	0.089	E-W(1): 0.280
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.424 *
	TH	2.00	1,199	3,200	0.395 *	V/C: 0.619
	LT	1.00	53	1,600	0.033	Lost Time: 0.100
Northbound	RT	0.00	37	0	0.000	
	TH	1.00	21	1,600	0.050	
	LT	0.00	22	1,600	0.014 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.719
	TH	2.00	763	3,200	0.247	
	LT	1.00	46	1,600	0.029 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.240 *
	TH	1.00	101	1,600	0.103	N-S(2): 0.206
	LT	0.00	54	1,600	0.034 *	E-W(1): 0.395 *
Westbound	RT	0.00	23	0	0.000	E-W(2): 0.288
	TH	2.00	853	3,200	0.274	V/C: 0.635
	LT	1.00	75	1,600	0.047 *	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	1.00	84	1,600	0.206 *	
	LT	0.00	165	1,600	0.103	
Eastbound	RT	0.00	246	0	0.000	ICU: 0.735
	TH	2.00	867	3,200	0.348 *	
	LT	1.00	23	1,600	0.014	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	153	0	0.000	N-S(1): 0.160
	TH	1.00	56	1,600	0.135 *	N-S(2): 0.177 *
	LT	0.00	7	1,600	0.004	E-W(1): 0.297
Westbound	RT	1.00	5	1,600	0.000	E-W(2): 0.429 *
	TH	2.00	1,106	3,200	0.346 *	V/C: 0.606
	LT	1.00	74	1,600	0.046	Lost Time: 0.100
Northbound	RT	0.00	125	0	0.000	
	TH	1.00	58	1,600	0.156	
	LT	0.00	67	1,600	0.042 *	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.706
	TH	2.00	753	3,200	0.251	
	LT	1.00	133	1,600	0.083 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 9**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ROSECRANS AVENUE  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.118 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.068
	LT	0.00	0	0	0.000 *	E-W(1): 0.391
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.407 *
	TH	2.00	1,303	3,200	0.407 *	V/C: 0.525
	LT	1.00	64	1,600	0.040	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	1.00	0	1,600	0.118 *	
	LT	0.00	108	1,600	0.068	
Eastbound	RT	0.00	74	0	0.000	ICU: 0.625
	TH	2.00	1,050	3,200	0.351	
	LT	0.00	0	0	0.000 *	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.112
	TH	1.00	173	1,600	0.153 *	N-S(2): 0.262 *
	LT	0.00	42	1,600	0.026	E-W(1): 0.430 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.264
	TH	2.00	776	3,200	0.254	V/C: 0.692
	LT	1.00	215	1,600	0.134 *	Lost Time: 0.100
Northbound	RT	1.00	119	1,600	0.000	
	TH	1.00	137	1,600	0.086	
	LT	1.00	175	1,600	0.109 *	
Eastbound	RT	0.00	258	0	0.000	ICU: 0.792
	TH	2.00	688	3,200	0.296 *	
	LT	1.00	16	1,600	0.010	LOS: C

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

Peak Period: AM PEAK HOUR						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	105	1,600	0.000	N-S(1): 0.306 *
	TH	1.00	260	1,600	0.163 *	N-S(2): 0.000
	LT	1.00	120	1,600	0.075	E-W(1): 0.297 *
Westbound	RT	1.00	274	1,600	0.096	E-W(2): 0.162
	TH	2.00	125	3,200	0.039	V/C: 0.603
	LT	1.00	76	1,600	0.048 *	Lost Time: 0.100
Northbound	RT	1.00	76	1,600	0.000	
	TH	1.00	228	1,600	0.143 *	
	LT	1.00	111	1,600	0.069	
Eastbound	RT	0.00	171	0	0.000	ICU: 0.703
	TH	1.00	121	1,600	0.249 *	
	LT	0.00	106	1,600	0.066	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	231	0	0.000	N-S(1): 0.153
	TH	1.00	34	1,600	0.235 *	N-S(2): 0.255 *
	LT	0.00	111	1,600	0.069	E-W(1): 0.235
Westbound	RT	1.00	125	1,600	0.009	E-W(2): 0.432 *
	TH	2.00	935	3,200	0.292 *	
	LT	1.00	48	1,600	0.030	V/C: 0.687
Northbound	RT	0.00	62	0	0.000	Lost Time: 0.100
	TH	1.00	41	1,600	0.084	
	LT	0.00	32	1,600	0.020 *	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.787
	TH	2.00	629	3,200	0.205	
	LT	1.00	224	1,600	0.140 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: AM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,168	0.081	N-S(1): 0.166 * N-S(2): 0.144 E-W(1): 0.098 E-W(2): 0.239 *
	TH	1.00	131	1,168	0.144	
	LT	0.00	37	0	0.000 *	
Westbound	RT	0.00	62	0	0.000	
	TH	2.00	395	2,336	0.220 *	
	LT	0.00	58	0	0.000	
Northbound	RT	0.00	46	0	0.000	
	TH	1.00	113	1,168	0.166 *	
	LT	0.00	35	0	0.000	
Eastbound	RT	1.00	43	1,168	0.007	
	TH	2.00	230	2,336	0.098	
	LT	1.00	22	1,168	0.019 *	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.065 N-S(2): 0.083 * E-W(1): 0.123 E-W(2): 0.203 *
	TH	1.00	39	1,168	0.068 *	
	LT	1.00	23	1,168	0.020	
Westbound	RT	0.00	17	0	0.000	
	TH	2.00	457	2,336	0.203 *	
	LT	1.00	11	1,168	0.009	
Northbound	RT	0.00	16	0	0.000	
	TH	1.00	36	1,168	0.045	
	LT	1.00	18	1,168	0.015 *	
Eastbound	RT	0.00	33	0	0.000	
	TH	1.00	233	2,336	0.114	
	LT	1.00	44	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.166
Gate Lost Time (sec)-	54	46	47	E-W:	0.239
	46	47	46		
Total Seconds-	286			V/C:	0.405
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.505
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 14</b>						
<b>North/South Street: WILLOWBROOK AVENUE</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>WILLOWBROOK AV (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	42	0	0.000	N-S(1): 0.098
	TH	1.00	109	1,168	0.164 *	N-S(2): 0.164 *
	LT	0.00	40	0	0.000	E-W(1): 0.317
Westbound	RT	0.00	79	0	0.000	E-W(2): 0.483 *
	TH	2.00	994	2,336	0.460 *	
	LT	0.00	1	0	0.000	
Northbound	RT	0.00	20	0	0.000	
	TH	1.00	75	1,168	0.098	
	LT	0.00	20	0	0.000 *	
Eastbound	RT	1.00	22	1,168	0.002	
	TH	2.00	740	2,336	0.317	
	LT	1.00	27	1,168	0.023 *	
<b>WILLOWBROOK AV (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.065
	TH	1.00	59	1,168	0.076 *	N-S(2): 0.111 *
	LT	1.00	13	1,168	0.011	E-W(1): 0.341
Westbound	RT	1.00	12	1,168	0.000	E-W(2): 0.455 *
	TH	2.00	1,063	2,336	0.455 *	
	LT	1.00	8	1,168	0.007	
Northbound	RT	0.00	25	0	0.000	
	TH	1.00	38	1,168	0.054	
	LT	1.00	41	1,168	0.035 *	
Eastbound	RT	0.00	44	0	0.000	
	TH	2.00	732	2,336	0.334	
	LT	0.00	4	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.164
Gate Lost Time (sec)-	49	45	46	E-W:	0.483
	47	52	49		
Total Seconds-	288			V/C:	0.647
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.747
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	C
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 15</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: COMPTON BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	94	0	0.000	N-S(1): 0.212
	TH	2.00	882	3,200	0.305 *	N-S(2): 0.331 *
	LT	1.00	105	1,600	0.066	E-W(1): 0.196
Westbound	RT	0.00	117	0	0.000	E-W(2): 0.314 *
	TH	2.00	778	3,200	0.280 *	
	LT	1.00	27	1,600	0.017	
Northbound	RT	0.00	23	0	0.000	
	TH	2.00	444	3,200	0.146	
	LT	1.00	42	1,600	0.026 *	
Eastbound	RT	0.00	55	0	0.000	
	TH	2.00	517	3,200	0.179	
	LT	1.00	55	1,600	0.034 *	
<b>ALAMEDA ST (E)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.153
	TH	1.00	266	1,600	0.174 *	N-S(2): 0.202 *
	LT	1.00	62	1,600	0.039	E-W(1): 0.212
Westbound	RT	1.00	40	1,600	0.000	E-W(2): 0.277 *
	TH	2.00	866	3,200	0.271 *	
	LT	1.00	20	1,600	0.013	
Northbound	RT	0.00	47	0	0.000	
	TH	1.00	135	1,600	0.114	
	LT	1.00	45	1,600	0.028 *	
Eastbound	RT	0.00	30	0	0.000	
	TH	2.00	606	3,200	0.199	
	LT	1.00	9	1,600	0.006 *	

\* = Critical Movement

N-S:	0.331
E-W:	0.314
V/C:	0.645
Lost Time:	0.100
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ICU:	0.745
LOS:	C

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 16</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.154
	TH	2.00	762	3,200	0.263 *	N-S(2): 0.300 *
	LT	1.00	60	1,600	0.038	E-W(1): 0.012
Westbound	RT	1.00	79	1,600	0.012	E-W(2): 0.205 *
	TH	2.00	952	3,200	0.298 *	
	LT	1.00	44	1,600	0.028	
Northbound	RT	0.00	32	0	0.000	
	TH	2.00	340	3,200	0.116	
	LT	1.00	59	1,600	0.037 *	
Eastbound	RT	0.00	48	0	0.000	
	TH	2.00	607	3,200	0.205	
	LT	1.00	37	1,600	0.023 *	
<b>ALAMEDA ST (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.091
	TH	1.00	193	1,600	0.146 *	N-S(2): 0.159 *
	LT	1.00	64	1,600	0.040	E-W(1): 0.325 *
Westbound	RT	0.00	33	0	0.000	E-W(2): 0.207
	TH	2.00	1,006	3,200	0.325 *	
	LT	1.00	14	1,600	0.009	
Northbound	RT	0.00	10	0	0.000	
	TH	1.00	71	1,600	0.051	
	LT	1.00	21	1,600	0.013 *	
Eastbound	RT	0.00	5	0	0.000	
	TH	2.00	656	3,200	0.207	
	LT	1.00	35	1,600	0.022 *	

\* = Critical Movement

N-S:	0.300
E-W:	0.325
V/C:	0.625
Lost Time:	0.100
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ICU:	0.725
LOS:	C

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 17</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: GREENLEAF BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.214
	TH	2.00	659	3,200	0.229 *	N-S(2): 0.267 *
	LT	1.00	85	1,600	0.053	E-W(1): 0.288 *
Westbound	RT	1.00	38	1,600	0.000	E-W(2): 0.110
	TH	2.00	303	3,200	0.095	
	LT	1.00	269	1,600	0.168 *	
Northbound	RT	0.00	111	0	0.000	
	TH	2.00	404	3,200	0.161	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	121	0	0.000	
	TH	2.00	264	3,200	0.120 *	
	LT	1.00	24	1,600	0.015	
<b>ALAMEDA ST (E)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	194	1,600	0.084 *	N-S(1): 0.012
	TH	1.00	9	1,600	0.006	N-S(2): 0.087 *
	LT	1.00	16	1,600	0.010	E-W(1): 0.147
Westbound	RT	1.00	20	1,600	0.003	E-W(2): 0.294 *
	TH	1.00	411	1,600	0.257 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	0	0	0.000	
	TH	1.00	3	1,600	0.002	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	20	0	0.000	
	TH	2.00	382	3,200	0.144	
	LT	0.00	59	1,600	0.037 *	LOS: A

\* = Critical Movement

N-S:	0.267
E-W:	0.294
V/C:	0.561
Lost Time:	0.100
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ICU:	0.661
LOS:	B

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 18**  
**North/South Street:** SANTA FE AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.251
	TH	2.00	979	3,200	0.340 *	N-S(2): 0.418 *
	LT	1.00	113	1,600	0.071	E-W(1): 0.263
Westbound	RT	1.00	179	1,600	0.041	E-W(2): 0.299 *
	TH	2.00	824	3,200	0.258 *	
	LT	1.00	159	1,600	0.099	V/C: 0.717
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	2.00	520	3,200	0.180	
	LT	1.00	125	1,600	0.078 *	
Eastbound	RT	1.00	138	1,600	0.008	ICU: 0.817
	TH	2.00	525	3,200	0.164	
	LT	1.00	65	1,600	0.041 *	LOS: D

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 19**  
**North/South Street:** LONG BEACH BOULEVARD  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 4 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	102	0	0.000	N-S(1): 0.278
	TH	2.00	682	3,200	0.245 *	N-S(2): 0.309 *
	LT	1.00	161	1,600	0.101	E-W(1): 0.267
Westbound	RT	1.00	185	1,600	0.015	E-W(2): 0.345 *
	TH	2.00	901	3,200	0.282 *	
	LT	1.00	141	1,600	0.088	V/C: 0.654
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	505	3,200	0.177	
	LT	1.00	103	1,600	0.064 *	
Eastbound	RT	1.00	70	1,600	0.000	ICU: 0.754
	TH	2.00	572	3,200	0.179	
	LT	1.00	101	1,600	0.063 *	LOS: C

\* = Critical Movement

**Alternative 5: Preservation Alternative  
Level of Service Worksheets**

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 1**  
**North/South Street:** CENTRAL AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	147	0	0.000	N-S(1): 0.319
	TH	2.00	897	3,200	0.326 *	N-S(2): 0.419 *
	LT	1.00	178	1,600	0.111	E-W(1): 0.227
Westbound	RT	1.00	238	1,600	0.038	E-W(2): 0.303 *
	TH	2.00	801	3,200	0.250 *	
	LT	1.00	110	1,600	0.069	V/C: 0.722
Northbound	RT	0.00	78	0	0.000	Lost Time: 0.100
	TH	2.00	588	3,200	0.208	
	LT	1.00	149	1,600	0.093 *	
Eastbound	RT	0.00	120	0	0.000	ICU: 0.822
	TH	2.00	384	3,200	0.158	
	LT	1.00	84	1,600	0.053 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 2**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	138	0	0.000	N-S(1): 0.295
	TH	2.00	799	3,200	0.293 *	N-S(2): 0.356 *
	LT	1.00	197	1,600	0.123	E-W(1): 0.342 *
Westbound	RT	1.00	178	1,600	0.000	E-W(2): 0.292
	TH	2.00	756	3,200	0.236	
	LT	1.00	181	1,600	0.113 *	V/C: 0.698
Northbound	RT	1.00	161	1,600	0.000	Lost Time: 0.100
	TH	2.00	550	3,200	0.172	
	LT	1.00	100	1,600	0.063 *	
Eastbound	RT	0.00	146	0	0.000	ICU: 0.798
	TH	2.00	588	3,200	0.229 *	
	LT	1.00	90	1,600	0.056	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 3**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	125	0	0.000	N-S(1): 0.300
	TH	2.00	965	3,200	0.341 *	N-S(2): 0.397 *
	LT	1.00	177	1,600	0.111	E-W(1): 0.258
Westbound	RT	0.00	195	0	0.000	E-W(2): 0.427 *
	TH	2.00	962	3,200	0.362 *	
	LT	1.00	159	1,600	0.099	V/C: 0.824
Northbound	RT	0.00	120	0	0.000	Lost Time: 0.100
	TH	2.00	485	3,200	0.189	
	LT	1.00	89	1,600	0.056 *	
Eastbound	RT	1.00	112	1,600	0.014	ICU: 0.924
	TH	2.00	508	3,200	0.159	
	LT	1.00	104	1,600	0.065 *	LOS: E

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 4**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** CALDWELL STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane: 1200 vph	N-S Split Phase : N
Left-Turn Lane: 1200 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.266
	TH	2.00	1,175	2,400	0.502 *	N-S(2): 0.535 *
	LT	1.00	21	1,200	0.018	E-W(1): 0.243 *
Westbound	RT	0.00	14	0	0.000	E-W(2): 0.178
	TH	1.00	37	1,200	0.085	
	LT	0.00	51	1,200	0.043 *	V/C: 0.778
Northbound	RT	0.00	17	0	0.000	Lost Time: 0.100
	TH	2.00	577	2,400	0.248	
	LT	1.00	39	1,200	0.033 *	
Eastbound	RT	0.00	94	0	0.000	ICU: 0.878
	TH	1.00	34	1,200	0.200 *	
	LT	0.00	112	1,200	0.093	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 5**  
**North/South Street:** WILMINGTON AVENUE  
**East/West Street:** GREENLEAF BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	44	0	0.000	N-S(1): 0.238
	TH	2.00	1,136	3,200	0.369 *	N-S(2): 0.387 *
	LT	1.00	127	1,600	0.079	E-W(1): 0.365 *
Westbound	RT	0.00	77	0	0.000	E-W(2): 0.333
	TH	1.00	414	1,600	0.307	
	LT	1.00	277	1,600	0.173 *	V/C: 0.752
Northbound	RT	1.00	92	1,600	0.000	Lost Time: 0.100
	TH	2.00	510	3,200	0.159	
	LT	1.00	29	1,600	0.018 *	
Eastbound	RT	0.00	72	0	0.000	ICU: 0.852
	TH	1.00	235	1,600	0.192 *	
	LT	1.00	42	1,600	0.026	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 6**  
**North/South Street:** CENTER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.139
	TH	1.00	38	1,600	0.181 *	N-S(2): 0.195 *
	LT	0.00	143	1,600	0.089	E-W(1): 0.280
Westbound	RT	0.00	64	0	0.000	E-W(2): 0.424 *
	TH	2.00	1,199	3,200	0.395 *	V/C: 0.619
	LT	1.00	53	1,600	0.033	Lost Time: 0.100
Northbound	RT	0.00	37	0	0.000	
	TH	1.00	21	1,600	0.050	
	LT	0.00	22	1,600	0.014 *	
Eastbound	RT	0.00	26	0	0.000	ICU: 0.719
	TH	2.00	763	3,200	0.247	
	LT	1.00	46	1,600	0.029 *	LOS: C

\* = Critical Movement



**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 7**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	10	0	0.000	N-S(1): 0.240 *
	TH	1.00	101	1,600	0.103	N-S(2): 0.206
	LT	0.00	54	1,600	0.034 *	E-W(1): 0.395 *
Westbound	RT	0.00	23	0	0.000	E-W(2): 0.288
	TH	2.00	853	3,200	0.274	V/C: 0.635
	LT	1.00	75	1,600	0.047 *	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	1.00	84	1,600	0.206 *	
	LT	0.00	165	1,600	0.103	
Eastbound	RT	0.00	246	0	0.000	ICU: 0.735
	TH	2.00	867	3,200	0.348 *	
	LT	1.00	23	1,600	0.014	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 8**  
**North/South Street:** OLEANDER AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	153	0	0.000	N-S(1): 0.160
	TH	1.00	56	1,600	0.135 *	N-S(2): 0.177 *
	LT	0.00	7	1,600	0.004	E-W(1): 0.297
Westbound	RT	1.00	5	1,600	0.000	E-W(2): 0.429 *
	TH	2.00	1,106	3,200	0.346 *	V/C: 0.606
	LT	1.00	74	1,600	0.046	Lost Time: 0.100
Northbound	RT	0.00	125	0	0.000	
	TH	1.00	58	1,600	0.156	
	LT	0.00	67	1,600	0.042 *	
Eastbound	RT	0.00	51	0	0.000	ICU: 0.706
	TH	2.00	753	3,200	0.251	
	LT	1.00	133	1,600	0.083 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 9**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ROSECRANS AVENUE  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	0	0	0.000	N-S(1): 0.118 *
	TH	1.00	0	1,600	0.000	N-S(2): 0.068
	LT	0.00	0	0	0.000 *	E-W(1): 0.391
Westbound	RT	0.00	0	0	0.000	E-W(2): 0.407 *
	TH	2.00	1,303	3,200	0.407 *	V/C: 0.525
	LT	1.00	64	1,600	0.040	Lost Time: 0.100
Northbound	RT	0.00	81	0	0.000	
	TH	1.00	0	1,600	0.118 *	
	LT	0.00	108	1,600	0.068	
Eastbound	RT	0.00	74	0	0.000	ICU: 0.625
	TH	2.00	1,050	3,200	0.351	
	LT	0.00	0	0	0.000 *	LOS: B

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 10**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** COMPTON BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	29	0	0.000	N-S(1): 0.112
	TH	1.00	173	1,600	0.153 *	N-S(2): 0.262 *
	LT	0.00	42	1,600	0.026	E-W(1): 0.430 *
Westbound	RT	0.00	37	0	0.000	E-W(2): 0.264
	TH	2.00	776	3,200	0.254	V/C: 0.692
	LT	1.00	215	1,600	0.134 *	Lost Time: 0.100
Northbound	RT	1.00	119	1,600	0.000	
	TH	1.00	137	1,600	0.086	
	LT	1.00	175	1,600	0.109 *	
Eastbound	RT	0.00	258	0	0.000	ICU: 0.792
	TH	2.00	688	3,200	0.296 *	
	LT	1.00	16	1,600	0.010	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 11**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : Y
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	105	1,600	0.000	N-S(1): 0.306 *
	TH	1.00	260	1,600	0.163 *	N-S(2): 0.000
	LT	1.00	120	1,600	0.075	E-W(1): 0.297 *
Westbound	RT	1.00	274	1,600	0.096	E-W(2): 0.162
	TH	2.00	125	3,200	0.039	V/C: 0.603
	LT	1.00	76	1,600	0.048 *	Lost Time: 0.100
Northbound	RT	1.00	76	1,600	0.000	
	TH	1.00	228	1,600	0.143 *	
	LT	1.00	111	1,600	0.069	
Eastbound	RT	0.00	171	0	0.000	ICU: 0.703
	TH	1.00	121	1,600	0.249 *	
	LT	0.00	106	1,600	0.066	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 12**  
**North/South Street:** ACACIA AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	231	0	0.000	N-S(1): 0.153
	TH	1.00	34	1,600	0.235 *	N-S(2): 0.255 *
	LT	0.00	111	1,600	0.069	E-W(1): 0.235
Westbound	RT	1.00	125	1,600	0.009	E-W(2): 0.432 *
	TH	2.00	935	3,200	0.292 *	
	LT	1.00	48	1,600	0.030	V/C: 0.687
Northbound	RT	0.00	62	0	0.000	Lost Time: 0.100
	TH	1.00	41	1,600	0.084	
	LT	0.00	32	1,600	0.020 *	
Eastbound	RT	0.00	28	0	0.000	ICU: 0.787
	TH	2.00	629	3,200	0.205	
	LT	1.00	224	1,600	0.140 *	LOS: C

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 13**  
**North/South Street:** WILLOWBROOK AVENUE  
**East/West Street:** MYRRH STREET  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle) :	10

**Peak Period: AM PEAK HOUR**  
**WILLOWBROOK AV (W)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	117	1,168	0.081	N-S(1): 0.166 * N-S(2): 0.144 E-W(1): 0.098 E-W(2): 0.239 *
	TH	1.00	131	1,168	0.144	
	LT	0.00	37	0	0.000 *	
Westbound	RT	0.00	62	0	0.000	
	TH	2.00	395	2,336	0.220 *	
	LT	0.00	58	0	0.000	
Northbound	RT	0.00	46	0	0.000	
	TH	1.00	113	1,168	0.166 *	
	LT	0.00	35	0	0.000	
Eastbound	RT	1.00	43	1,168	0.007	
	TH	2.00	230	2,336	0.098	
	LT	1.00	22	1,168	0.019 *	

**WILLOWBROOK AV (E)/MYRRH ST**

Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	41	0	0.000	N-S(1): 0.065 N-S(2): 0.083 * E-W(1): 0.123 E-W(2): 0.203 *
	TH	1.00	39	1,168	0.068 *	
	LT	1.00	23	1,168	0.020	
Westbound	RT	0.00	17	0	0.000	
	TH	2.00	457	2,336	0.203 *	
	LT	1.00	11	1,168	0.009	
Northbound	RT	0.00	16	0	0.000	
	TH	1.00	36	1,168	0.045	
	LT	1.00	18	1,168	0.015 *	
Eastbound	RT	0.00	33	0	0.000	
	TH	1.00	233	2,336	0.114	
	LT	1.00	44	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.166
Gate Lost Time (sec)-	54	46	47	E-W:	0.239
	46	47	46		
Total Seconds-	286			V/C:	0.405
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.505
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	A
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 14</b>						
<b>North/South Street: WILLOWBROOK AVENUE</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>WILLOWBROOK AV (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	42	0	0.000	N-S(1): 0.098
	TH	1.00	109	1,168	0.164 *	N-S(2): 0.164 *
	LT	0.00	40	0	0.000	E-W(1): 0.317
Westbound	RT	0.00	79	0	0.000	E-W(2): 0.483 *
	TH	2.00	994	2,336	0.460 *	
	LT	0.00	1	0	0.000	
Northbound	RT	0.00	20	0	0.000	
	TH	1.00	75	1,168	0.098	
	LT	0.00	20	0	0.000 *	
Eastbound	RT	1.00	22	1,168	0.002	
	TH	2.00	740	2,336	0.317	
	LT	1.00	27	1,168	0.023 *	
<b>WILLOWBROOK AV (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	30	0	0.000	N-S(1): 0.065
	TH	1.00	59	1,168	0.076 *	N-S(2): 0.111 *
	LT	1.00	13	1,168	0.011	E-W(1): 0.341
Westbound	RT	1.00	12	1,168	0.000	E-W(2): 0.455 *
	TH	2.00	1,063	2,336	0.455 *	
	LT	1.00	8	1,168	0.007	
Northbound	RT	0.00	25	0	0.000	
	TH	1.00	38	1,168	0.054	
	LT	1.00	41	1,168	0.035 *	
Eastbound	RT	0.00	44	0	0.000	
	TH	2.00	732	2,336	0.334	
	LT	0.00	4	0	0.000 *	

\* = Critical Movement

Observed				N-S:	0.164
Gate Lost Time (sec)-	49	45	46	E-W:	0.483
	47	52	49		
Total Seconds-	288			V/C:	0.647
Ave per train-	48			Lost Time:	0.100
Trains per hour-	20				
Total Lost Time (sec)-	960			ICU:	0.747
Total Lost Time (min)-	16				
% of Hour-	27%			LOS:	C
Lane Capacity w/Train-	1,600 X (100%-27%) = 1,168 per lane				



<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 15</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: COMPTON BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	94	0	0.000	N-S(1): 0.212
	TH	2.00	882	3,200	0.305 *	N-S(2): 0.331 *
	LT	1.00	105	1,600	0.066	E-W(1): 0.196
Westbound	RT	0.00	117	0	0.000	E-W(2): 0.314 *
	TH	2.00	778	3,200	0.280 *	
	LT	1.00	27	1,600	0.017	
Northbound	RT	0.00	23	0	0.000	
	TH	2.00	444	3,200	0.146	
	LT	1.00	42	1,600	0.026 *	
Eastbound	RT	0.00	55	0	0.000	
	TH	2.00	517	3,200	0.179	
	LT	1.00	55	1,600	0.034 *	
<b>ALAMEDA ST (E)/COMPTON BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	13	0	0.000	N-S(1): 0.153
	TH	1.00	266	1,600	0.174 *	N-S(2): 0.202 *
	LT	1.00	62	1,600	0.039	E-W(1): 0.212
Westbound	RT	1.00	40	1,600	0.000	E-W(2): 0.277 *
	TH	2.00	866	3,200	0.271 *	
	LT	1.00	20	1,600	0.013	
Northbound	RT	0.00	47	0	0.000	
	TH	1.00	135	1,600	0.114	
	LT	1.00	45	1,600	0.028 *	
Eastbound	RT	0.00	30	0	0.000	
	TH	2.00	606	3,200	0.199	
	LT	1.00	9	1,600	0.006 *	

\* = Critical Movement

N-S:	0.331
E-W:	0.314
V/C:	0.645
Lost Time:	0.100
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ICU:	0.745
LOS:	C

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 16</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: ALONDRA BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	80	0	0.000	N-S(1): 0.154
	TH	2.00	762	3,200	0.263 *	N-S(2): 0.300 *
	LT	1.00	60	1,600	0.038	E-W(1): 0.012
Westbound	RT	1.00	79	1,600	0.012	E-W(2): 0.205 *
	TH	2.00	952	3,200	0.298 *	
	LT	1.00	44	1,600	0.028	
Northbound	RT	0.00	32	0	0.000	
	TH	2.00	340	3,200	0.116	
	LT	1.00	59	1,600	0.037 *	
Eastbound	RT	0.00	48	0	0.000	
	TH	2.00	607	3,200	0.205	
	LT	1.00	37	1,600	0.023 *	
<b>ALAMEDA ST (E)/ALONDRA BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	40	0	0.000	N-S(1): 0.091
	TH	1.00	193	1,600	0.146 *	N-S(2): 0.159 *
	LT	1.00	64	1,600	0.040	E-W(1): 0.325 *
Westbound	RT	0.00	33	0	0.000	E-W(2): 0.207
	TH	2.00	1,006	3,200	0.325 *	
	LT	1.00	14	1,600	0.009	
Northbound	RT	0.00	10	0	0.000	
	TH	1.00	71	1,600	0.051	
	LT	1.00	21	1,600	0.013 *	
Eastbound	RT	0.00	5	0	0.000	
	TH	2.00	656	3,200	0.207	
	LT	1.00	35	1,600	0.022 *	

\* = Critical Movement

N-S:	0.300
E-W:	0.325
V/C:	0.625
Lost Time:	0.100
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ICU:	0.725
LOS:	C

<b>Project: COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT INT # 17</b>						
<b>North/South Street: ALAMEDA STREET</b>						
<b>East/West Street: GREENLEAF BOULEVARD</b>						
<b>Scenario: FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS</b>						
Thru Lane: 1600 vph			N-S Split Phase : N			
Left-Turn Lane: 1600 vph			E-W Split Phase : N			
Dual LT Penalty: 10 %			Lost Time (% of cycle) : 10			
<b>Peak Period: AM PEAK HOUR</b>						
<b>ALAMEDA ST (W)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	74	0	0.000	N-S(1): 0.214
	TH	2.00	659	3,200	0.229 *	N-S(2): 0.267 *
	LT	1.00	85	1,600	0.053	E-W(1): 0.288 *
Westbound	RT	1.00	38	1,600	0.000	E-W(2): 0.110
	TH	2.00	303	3,200	0.095	
	LT	1.00	269	1,600	0.168 *	
Northbound	RT	0.00	111	0	0.000	
	TH	2.00	404	3,200	0.161	
	LT	1.00	60	1,600	0.038 *	
Eastbound	RT	0.00	121	0	0.000	
	TH	2.00	264	3,200	0.120 *	
	LT	1.00	24	1,600	0.015	
<b>ALAMEDA ST (E)/GREENLEAF BL</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	1.00	194	1,600	0.084 *	N-S(1): 0.012
	TH	1.00	9	1,600	0.006	N-S(2): 0.087 *
	LT	1.00	16	1,600	0.010	E-W(1): 0.147
Westbound	RT	1.00	20	1,600	0.003	E-W(2): 0.294 *
	TH	1.00	411	1,600	0.257 *	
	LT	1.00	4	1,600	0.003	
Northbound	RT	0.00	0	0	0.000	
	TH	1.00	3	1,600	0.002	
	LT	1.00	5	1,600	0.003 *	
Eastbound	RT	0.00	20	0	0.000	
	TH	2.00	382	3,200	0.144	
	LT	0.00	59	1,600	0.037 *	LOS: A

\* = Critical Movement

N-S:	0.267
E-W:	0.294
V/C:	0.561
Lost Time:	0.100
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ICU:	0.661
LOS:	B

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 18**  
**North/South Street:** SANTA FE AVENUE  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane: 1600 vph	N-S Split Phase : N
Left-Turn Lane: 1600 vph	E-W Split Phase : N
Dual LT Penalty: 10 %	Lost Time (% of cycle): 10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	108	0	0.000	N-S(1): 0.251
	TH	2.00	979	3,200	0.340 *	N-S(2): 0.418 *
	LT	1.00	113	1,600	0.071	E-W(1): 0.263
Westbound	RT	1.00	179	1,600	0.041	E-W(2): 0.299 *
	TH	2.00	824	3,200	0.258 *	
	LT	1.00	159	1,600	0.099	V/C: 0.717
Northbound	RT	0.00	57	0	0.000	Lost Time: 0.100
	TH	2.00	520	3,200	0.180	
	LT	1.00	125	1,600	0.078 *	
Eastbound	RT	1.00	138	1,600	0.008	ICU: 0.817
	TH	2.00	525	3,200	0.164	
	LT	1.00	65	1,600	0.041 *	LOS: D

\* = Critical Movement

**Project:** COMPTON HIGH SCHOOL RECONSTRUCTION PROJECT  
**INT # 19**  
**North/South Street:** LONG BEACH BOULEVARD  
**East/West Street:** ALONDRA BOULEVARD  
**Scenario:** FUTURE (2023) PLUS PROJECT ALTERNATIVE 5 CONDITIONS

Thru Lane:	1600 vph	N-S Split Phase :	N
Left-Turn Lane:	1600 vph	E-W Split Phase :	N
Dual LT Penalty:	10 %	Lost Time (% of cycle):	10

<b>Peak Period: AM PEAK HOUR</b>						
Approach	Movement	Lanes	Volume	Capacity	V/C	ICU ANALYSIS
Southbound	RT	0.00	102	0	0.000	N-S(1): 0.278
	TH	2.00	682	3,200	0.245 *	N-S(2): 0.309 *
	LT	1.00	161	1,600	0.101	E-W(1): 0.267
Westbound	RT	1.00	185	1,600	0.015	E-W(2): 0.345 *
	TH	2.00	901	3,200	0.282 *	
	LT	1.00	141	1,600	0.088	V/C: 0.654
Northbound	RT	0.00	60	0	0.000	Lost Time: 0.100
	TH	2.00	505	3,200	0.177	
	LT	1.00	103	1,600	0.064 *	
Eastbound	RT	1.00	70	1,600	0.000	ICU: 0.754
	TH	2.00	572	3,200	0.179	
	LT	1.00	101	1,600	0.063 *	LOS: C

\* = Critical Movement