SEPTEMBER 2016

Draft Environmental Impact Report

(DRAFT EIR)

[STATE CLEARINGHOUSE NO. 2015021014]

for Los Angeles International Airport (LAX) Landside Access Modernization Program

City of Los Angeles
Los Angeles World Airports

Appendix P

Los Angeles World Airports

Appendix P

Construction Traffic

Appendix X.1
LANDSIDE ACCESS MODERNIZATION PROGRAM

Study Area Intersection Geometries

August 2016

Prepared for:

Los Angeles World Airports
One World Way
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Confidential - Preliminary Draft Deliberative Material

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1. INTERSECTION GEOMETRY

This appendix provides the geometry for each of the 29 intersections included in the construction traffic study area for the Landside Access Modernization Program.

Figure 1 TRAFFIX Lane Geometry Report (Baseline 2015)

LAMP

Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node	Intersection	NB	SB	EB	WB
1	AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2	IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3	AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4	La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103010	103100
5	CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
6	CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
7	IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
8	SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
9	IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
10	IMPERIAL HWY @MAIN STREET	110010	000001	102010	202010
11	IMPERIAL HWY @ PERSHING DR.	000001	200010	202000	102020
12	IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
13	IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
14	IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
15	IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
16	La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
17	La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
18	La CIENEGA BLVD. @ 405 S/B RAPM	001110	102000	000000	100001
19	La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
20	La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
21	SEPULVEDA BLVD. @ LA TIJERA BLVD.	103010	103010	102010	101100
22	SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000001
23	SEPULVEDA BLVD. @ MANCHESTER AVE.	103010	103010	202010	101100
24	WESTCHESTER PARKWAY @ PERSHING DRIV	002010	102000	000000	200010
25	SEPULVEDA BLVD. @ WESTCHESTER PARKW	103010	103010	101100	101100
26	SEPULVEDA @ 76th/77th STREET	103010	103010	201010	101010
27	SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
28	SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
29	La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

Figure 2 TRAFFIX Lane Geometry Report (2019 plus Other)

LAMP

Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node	Intersection	NB	SB	EB	WB
1	AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2	IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3	AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4	La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103010	103100
5	CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
6	CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
7	IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
8	SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
9	IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
10	IMPERIAL HWY @MAIN STREET	110010	000001	102010	202010
11	IMPERIAL HWY @ PERSHING DR.	000001	200010	202000	102020
12	IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
13	IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
14	IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
15	IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
16	La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
17	La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
18	La CIENEGA BLVD. @ 405 S/B RAPM	001110	102000	000000	100001
19	La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
20	La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
21	SEPULVEDA BLVD. @ LA TIJERA BLVD.	103010	103010	102010	101100
22	SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000001
23	SEPULVEDA BLVD. @ MANCHESTER AVE.	103010	103010	202010	101100
24	WESTCHESTER PARKWAY @ PERSHING DRIV	002010	102000	000000	200010
25	SEPULVEDA BLVD. @ WESTCHESTER PARKW	103010	103010	101100	101100
26	SEPULVEDA @ 76th/77th STREET	103010	103010	201010	101010
27	SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
28	SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
29	La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

Figure 3 TRAFFIX Lane Geometry Report (2019 plus Other plus LAMP)

LAMP

Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node	Intersection	NB	SB	EB	WB
1	AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2	IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3	AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4	La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103010	103100
5	CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
6	CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
7	IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
8	SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
9	IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
10	IMPERIAL HWY @MAIN STREET	110010	000001	102010	202010
11	IMPERIAL HWY @ PERSHING DR.	000001	200010	202000	102020
12	IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
13	IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
14	IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
15	IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
16	La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
17	La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
18	La CIENEGA BLVD. @ 405 S/B RAPM	001110	102000	000000	100001
19	La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
20	La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
21	SEPULVEDA BLVD. @ LA TIJERA BLVD.	103010	103010	102010	101100
22	SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000001
23	SEPULVEDA BLVD. @ MANCHESTER AVE.	103010	103010	202010	101100
24	WESTCHESTER PARKWAY @ PERSHING DRIV	002010	102000	000000	200010
25	SEPULVEDA BLVD. @ WESTCHESTER PARKW	103010	103010	101100	101100
26	SEPULVEDA @ 76th/77th STREET	103010	103010	201010	101010
27	SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
28	SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
29	La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

Figure 4 TRAFFIX Lane Geometry Report (Baseline 2015 plus LAMP)

LAMP

Lane Geometry Report

Number of approach lanes: (L) (LT) (T) (RT) (R) (LTR)

Node	Intersection	NB	SB	EB	WB
1	AVIATION BLVD. @ CENTURY BLVD.	201100	202010	103100	103100
2	IMPERIAL HWY. @ AVIATION BL.	202010	201110	202100	203010
3	AVIATION BLVD. @ 111TH	101100	101100	100100	101100
4	La CIENEGA BLVD. @ CENTURY BLVD	102020	102020	103010	103100
5	CENTURY BLVD. @ SEPULVEDA BLVD.	004010	004010	000000	110020
6	CENTURY BLVD. @ 405 N/B RAMP	200010	000010	102110	002100
7	IMPERIAL HWY. @ DOUGLAS ST.	101020	100011	102100	202100
8	SEPULVEDA @ H. HUGHES PARKWAY	004010	203000	000000	300010
9	IMPERIAL HWY. @ La CIENEGA BLVD.	201110	201110	203020	203020
10	IMPERIAL HWY @MAIN STREET	110010	000001	102010	202010
11	IMPERIAL HWY @ PERSHING DR.	000001	200010	202000	102020
12	IMPERIAL HWY @ SEPULVEDA BL.	103010	203100	203010	203010
13	IMPERIAL HWY @ NASH ST.	100020	110110	002100	203000
14	IMPERIAL HWY. @ 105 RAMP	200020	000000	002110	202000
15	IMPERIAL HWY. @ 405 NORTH RAMP	100001	000000	002110	002110
16	La CIENEGA BLVD. @ LENNOX BLVD	001100	102100	000000	110010
17	La CIENEGA BLVD. @ 111TH STREET	102000	002100	200010	000000
18	La CIENEGA BLVD. @ 405 S/B RAPM	001110	102000	000000	100001
19	La CIENEGA BLVD. @ 405 S/B RAMP	001100	201100	000001	000020
20	La CIENEGA BLVD. @ 405 S/B RAMP	102010	102100	000001	200010
21	SEPULVEDA BLVD. @ LA TIJERA BLVD.	103010	103010	102010	101100
22	SEPULVEDA BLVD. @ LINCOLN BLVD.	402100	003100	000040	000001
23	SEPULVEDA BLVD. @ MANCHESTER AVE.	103010	103010	202010	101100
24	WESTCHESTER PARKWAY @ PERSHING DRIV	002010	102000	000000	200010
25	SEPULVEDA BLVD. @ WESTCHESTER PARKW	103010	103010	101100	101100
26	SEPULVEDA @ 76th/77th STREET	103010	103010	201010	101010
27	SEPULVEDA BLVD. @ 79th/80th STREET	102100	103010	101010	100100
28	SEPULVEDA BLVD. @ 83rd STREET	102100	102100	000001	100100
29	La CIENEGA BLVD. @ 104 TH STREET	101100	102100	101010	000001

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Appendix X.2
LANDSIDE ACCESS MODERNIZATION PROGRAM

Study Area Intersection Volumes

August 2016

Prepared for:

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Confidential - Preliminary Draft Deliberative Material

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TRAFFIX Intersection Volume Reports

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1. INTERSECTION VOLUMES

This appendix includes the intersection volumes used in the construction traffic analysis summary tables.

LAMP – Baseline (2015)

LAMP – 2019 Without Project

LAMP – 2019 With Project

LAMP – Baseline (2015) plus Project

LAMP – 2019 With Project plus Mitigation

LAMP – Baseline (2015) plus Project plus Mitigation

TRAFFIX Intersection Volume Report


```
 Baseline 2015-AM Peak      Tue Apr 12, 2016 10:37:27                Page 1-1
--------------------------------------------------------------------------------
                                    LAMP
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2015-AM Peak

Command:              Employee AM
Volume:               Employee AM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      AM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```

Baseline 2015-AM Peak Tue Apr 12, 2016 10:37:27 Page 2-1

LAMP

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	489	507	56	49	296	154	110	838	206	51	1070	77
2	IMPERIAL HWY.	252	481	94	195	253	180	114	208	55	211	903	657
3	AVIATION BLVD	28	1258	20	27	587	51	36	28	26	23	47	50
4	La CIENEGA BL	189	515	153	157	299	407	76	447	269	277	1492	755
5	CENTURY BLVD.	0	3908	0	0	1430	30	0	0	0	345	59	292
6	CENTURY BLVD.	1080	0	330	0	0	22	4	516	168	0	1842	6
7	IMPERIAL HWY.	65	12	70	35	38	8	29	369	168	324	1195	49
8	SEPULVEDA @ H	0	2654	935	126	830	0	0	0	0	706	0	122
9	IMPERIAL HWY.	66	258	122	85	170	290	266	177	123	89	799	585
10	IMPERIAL HWY	426	1	508	0	0	4	0	762	189	460	1184	1
11	IMPERIAL HWY	0	1	3	662	0	77	175	287	1	7	340	1240
12	IMPERIAL HWY	93	1606	487	341	1952	9	219	193	58	187	210	389
13	IMPERIAL HWY	49	0	46	362	879	486	0	553	95	220	879	0
14	IMPERIAL HWY.	936	0	311	0	0	0	0	253	306	95	957	0
15	IMPERIAL HWY.	535	0	64	0	0	0	0	321	66	0	1296	484
16	La CIENEGA BL	0	905	85	56	364	24	0	0	0	144	0	241
17	La CIENEGA BL	180	1001	0	0	388	94	38	0	46	0	0	0
18	La CIENEGA BL	0	1619	120	121	352	0	0	0	0	493	0	73
19	La CIENEGA BL	0	809	38	384	452	17	0	0	2	0	0	92
20	La CIENEGA BL	29	1095	138	63	380	0	4	0	25	171	0	69
21	SEPULVEDA BLV	40	1688	88	20	1146	38	64	131	67	287	159	28
22	SEPULVEDA BLV	1782	1946	0	0	1249	23	0	0	992	0	0	0
23	SEPULVEDA BLV	66	1637	51	89	927	73	99	225	72	48	569	347
24	WESTCHESTER P	0	992	373	59	422	0	0	0	0	245	0	51
25	SEPULVEDA BLV	156	1869	21	119	1423	57	13	130	65	160	489	291
26	SEPULVEDA @ 7	59	1803	9	32	1156	185	654	67	69	36	100	326
27	SEPULVEDA BLV	124	1972	25	30	1079	167	150	82	130	40	183	109
28	SEPULVEDA BLV	35	1855	16	25	1112	31	63	58	38	21	109	134
29	La CIENEGA BL	334	851	10	11	404	74	17	0	68	5	0	12

Baseline 2015-PM Peak Tue Apr 12, 2016 10:40:12 Page 1-1

LAMP

Scenario Report

Scenario:	Baseline 2015-PM Peak
Command:	Employee PM
Volume:	Employee PM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Baseline 2015-PM Peak Tue Apr 12, 2016 10:40:12 Page 2-1

LAMP

Intersection Volume Report
Base Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	420	488	114	97	454	130	131	1809	420	93	1116	135
2	IMPERIAL HWY.	126	335	217	342	534	114	208	1112	243	150	388	368
3	AVIATION BLVD	12	903	30	33	1027	61	56	75	22	25	38	57
4	La CIENEGA BL	114	264	505	540	661	313	101	1142	434	81	730	195
5	CENTURY BLVD.	0	3181	0	0	2494	46	0	0	0	431	81	212
6	CENTURY BLVD.	600	0	312	0	0	36	22	1622	510	0	820	13
7	IMPERIAL HWY.	140	21	353	50	29	13	19	1388	136	111	514	31
8	SEPULVEDA @ H	0	1294	602	522	2287	0	0	0	0	573	0	94
9	IMPERIAL HWY.	58	183	625	357	349	220	206	1165	133	38	333	152
10	IMPERIAL HWY	207	0	405	4	1	1	0	959	355	528	672	2
11	IMPERIAL HWY	0	3	6	822	0	186	138	389	0	1	382	514
12	IMPERIAL HWY	130	1628	912	619	2169	14	211	331	155	143	306	354
13	IMPERIAL HWY	114	0	229	90	162	165	0	898	52	32	700	0
14	IMPERIAL HWY.	461	0	183	0	0	0	0	1432	441	126	565	0
15	IMPERIAL HWY.	152	0	262	0	0	0	0	2414	256	0	396	215
16	La CIENEGA BL	0	500	325	286	651	4	0	0	0	64	0	71
17	La CIENEGA BL	48	703	0	0	765	61	103	0	124	0	0	0
18	La CIENEGA BL	0	558	58	179	710	0	0	0	0	785	0	332
19	La CIENEGA BL	0	586	35	324	773	1	0	0	2	0	0	378
20	La CIENEGA BL	24	557	27	60	810	3	0	0	10	208	0	208
21	SEPULVEDA BLV	113	1149	204	106	1574	130	120	325	90	299	243	62
22	SEPULVEDA BLV	1401	1810	0	0	1903	38	0	0	1654	0	0	0
23	SEPULVEDA BLV	154	1219	108	316	1629	251	201	717	119	100	476	186
24	WESTCHESTER P	0	523	287	69	580	0	0	0	0	173	0	100
25	SEPULVEDA BLV	175	1455	68	196	1807	60	58	251	92	242	263	190
26	SEPULVEDA @ 7	59	1498	35	114	1269	299	173	35	49	21	43	32
27	SEPULVEDA BLV	79	1665	31	32	1307	170	104	54	77	26	44	28
28	SEPULVEDA BLV	48	1657	15	38	1346	48	43	39	25	8	27	24
29	La CIENEGA BL	109	521	11	42	709	48	81	3	244	6	1	10

Future 2019 w/o Proj-AM Peak Wed Aug 17, 2016 10:35:12 Page 1-1

LAMP

Scenario Report

Scenario:	Future 2019 w/o Proj-AM Peak
Command:	Employee AM
Volume:	Employee AM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Future 2019 w/o Proj-AM Peak Wed Aug 17, 2016 10:35:12 Page 3-1

LAMP

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	AVIATION BLVD	537	559	61	60	325	167	122	985	242	55	1283	93
2	IMPERIAL HWY.	293	522	102	227	277	200	123	233	60	228	1155	728
3	AVIATION BLVD	30	1379	22	29	659	55	39	30	28	25	51	54
4	La CIENEGA BL	212	557	166	170	328	441	84	526	332	300	1743	817
5	CENTURY BLVD.	0	4495	0	0	1551	32	0	0	0	445	84	440
6	CENTURY BLVD.	1178	0	357	0	0	24	4	564	220	0	2112	6
7	IMPERIAL HWY.	73	13	76	38	41	9	31	407	182	351	1497	53
8	SEPULVEDA @ H	0	2883	1013	136	960	0	0	0	0	975	0	132
9	IMPERIAL HWY.	72	279	132	92	184	333	303	200	133	96	910	640
10	IMPERIAL HWY	461	1	551	0	0	4	0	1009	205	498	1812	1
11	IMPERIAL HWY	0	1	3	901	0	83	189	311	1	8	368	1872
12	IMPERIAL HWY	119	1772	527	370	2121	10	238	217	63	202	281	575
13	IMPERIAL HWY	56	0	50	392	951	526	0	607	103	238	1157	0
14	IMPERIAL HWY.	1143	0	337	0	0	0	0	297	331	103	1101	0
15	IMPERIAL HWY.	579	0	69	0	0	0	0	355	71	0	1455	524
16	La CIENEGA BL	0	987	92	61	398	26	0	0	0	156	0	262
17	La CIENEGA BL	195	1091	0	0	424	102	41	0	50	0	0	0
18	La CIENEGA BL	0	1754	130	131	385	0	0	0	0	534	0	80
19	La CIENEGA BL	0	883	41	457	493	18	0	0	2	0	0	100
20	La CIENEGA BL	46	1192	149	68	415	0	4	0	42	185	0	75
21	SEPULVEDA BLV	43	1837	95	22	1513	41	70	142	76	312	177	30
22	SEPULVEDA BLV	1940	2484	0	0	1355	25	0	0	1074	0	0	0
23	SEPULVEDA BLV	71	1783	55	96	1276	79	107	244	78	52	616	376
24	WESTCHESTER P	0	1074	631	64	457	0	0	0	0	498	0	55
25	SEPULVEDA BLV	537	2033	23	131	1543	335	14	141	70	173	534	315
26	SEPULVEDA @ 7	64	1963	10	35	1524	200	708	73	75	39	108	353
27	SEPULVEDA BLV	134	2146	27	32	1441	181	162	89	141	43	198	118
28	SEPULVEDA BLV	38	2019	17	27	1477	34	68	63	41	23	118	145
29	La CIENEGA BL	362	928	11	12	441	80	18	0	74	5	0	13

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 10:38:39 Page 1-1

LAMP

Scenario Report

Scenario:	Future 2019 w/o Proj-PM Peak
Command:	Employee PM
Volume:	Employee PM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Future 2019 w/o Proj-PM Peak Wed Aug 17, 2016 10:38:40 Page 3-1

LAMP

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	AVIATION BLVD	463	533	123	119	503	141	142	2194	463	101	1210	150
2	IMPERIAL HWY.	138	363	235	387	579	125	230	1385	283	162	433	406
3	AVIATION BLVD	13	989	32	36	1132	66	61	81	24	27	41	62
4	La CIENEGA BL	123	286	547	585	716	339	109	1358	598	88	796	211
5	CENTURY BLVD.	0	3447	0	0	3183	50	0	0	0	469	96	229
6	CENTURY BLVD.	653	0	338	0	0	39	24	1874	556	0	890	14
7	IMPERIAL HWY.	152	23	382	54	31	14	21	1708	150	120	572	34
8	SEPULVEDA @ H	0	1463	870	565	2481	0	0	0	0	637	0	102
9	IMPERIAL HWY.	63	198	677	386	378	254	238	1313	145	41	364	165
10	IMPERIAL HWY	224	0	438	4	1	1	0	1547	385	572	971	2
11	IMPERIAL HWY	0	3	6	1399	0	201	149	421	0	1	413	800
12	IMPERIAL HWY	145	1762	987	831	2398	15	239	409	168	156	347	383
13	IMPERIAL HWY	123	0	248	97	175	179	0	1181	59	35	775	0
14	IMPERIAL HWY.	499	0	198	0	0	0	0	1618	607	136	632	0
15	IMPERIAL HWY.	165	0	284	0	0	0	0	2665	277	0	433	233
16	La CIENEGA BL	0	541	352	311	712	4	0	0	0	69	0	77
17	La CIENEGA BL	52	761	0	0	835	66	111	0	134	0	0	0
18	La CIENEGA BL	0	604	63	194	770	0	0	0	0	850	0	360
19	La CIENEGA BL	0	634	38	473	844	1	0	0	2	0	0	409
20	La CIENEGA BL	41	603	29	71	878	3	0	0	26	225	0	225
21	SEPULVEDA BLV	122	1486	221	115	1726	141	167	362	195	324	263	67
22	SEPULVEDA BLV	1516	1963	0	0	2515	41	0	0	1819	0	0	0
23	SEPULVEDA BLV	167	1599	117	342	1785	272	218	776	129	108	515	201
24	WESTCHESTER P	0	566	565	75	628	0	0	0	0	437	0	108
25	SEPULVEDA BLV	193	1575	74	212	2054	87	299	272	457	262	285	213
26	SEPULVEDA @ 7	64	1901	38	123	1396	324	187	38	53	23	47	35
27	SEPULVEDA BLV	86	2082	34	35	1437	184	113	58	83	28	48	30
28	SEPULVEDA BLV	52	2074	16	41	1479	52	47	42	27	9	29	26
29	La CIENEGA BL	118	564	12	45	774	52	88	3	264	6	1	11

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 10:41:38 Page 1-1

LAMP

Scenario Report

Scenario:	Future 2019 with Proj-AM Peak
Command:	Employee AM
Volume:	Employee AM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Future 2019 with Proj-AM Peak Wed Aug 17, 2016 10:41:39 Page 3-1

LAMP

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	AVIATION BLVD	608	559	61	60	325	167	122	1005	285	55	1283	93
2	IMPERIAL HWY.	293	522	102	269	277	200	123	233	60	228	1155	799
3	AVIATION BLVD	30	1450	22	29	701	55	39	30	28	25	51	54
4	La CIENEGA BL	212	557	166	170	328	441	84	546	332	300	1743	817
5	CENTURY BLVD.	0	4495	0	0	1551	32	0	0	0	445	84	440
6	CENTURY BLVD.	1178	0	357	0	0	24	4	564	240	0	2112	6
7	IMPERIAL HWY.	73	13	76	38	41	9	31	407	182	351	1497	53
8	SEPULVEDA @ H	0	2883	1013	136	960	0	0	0	0	975	0	132
9	IMPERIAL HWY.	72	279	132	92	184	353	303	200	154	96	931	640
10	IMPERIAL HWY	461	1	551	0	0	4	0	1009	205	498	1812	1
11	IMPERIAL HWY	0	1	3	901	0	83	189	311	1	8	368	1872
12	IMPERIAL HWY	119	1772	527	370	2121	10	238	217	63	202	281	575
13	IMPERIAL HWY	56	0	50	392	951	526	0	607	103	238	1157	0
14	IMPERIAL HWY.	1172	0	337	0	0	0	0	318	352	103	1142	0
15	IMPERIAL HWY.	579	0	69	0	0	0	0	355	71	0	1476	524
16	La CIENEGA BL	0	987	92	61	398	26	0	0	0	156	0	262
17	La CIENEGA BL	195	1091	0	0	424	102	41	0	50	0	0	0
18	La CIENEGA BL	0	1754	130	131	385	0	0	0	0	534	0	80
19	La CIENEGA BL	0	883	41	457	493	18	0	0	2	0	0	100
20	La CIENEGA BL	46	1192	149	68	415	0	4	0	42	205	0	75
21	SEPULVEDA BLV	43	1837	95	22	1513	41	70	142	76	312	177	30
22	SEPULVEDA BLV	1940	2484	0	0	1355	25	0	0	1074	0	0	0
23	SEPULVEDA BLV	71	1783	55	96	1276	79	107	244	78	52	616	376
24	WESTCHESTER P	0	1074	631	64	457	0	0	0	0	498	0	55
25	SEPULVEDA BLV	537	2033	23	131	1543	335	14	141	70	173	534	315
26	SEPULVEDA @ 7	64	1963	10	35	1524	200	708	73	75	39	108	353
27	SEPULVEDA BLV	134	2146	27	32	1441	181	162	89	141	43	198	118
28	SEPULVEDA BLV	38	2019	17	27	1477	34	68	63	41	23	118	145
29	La CIENEGA BL	362	928	11	12	441	80	18	0	74	5	0	13

Future 2019 with Proj-PM Peak Wed Aug 17, 2016 10:45:41 Page 1-1

LAMP

Scenario Report

Scenario:	Future 2019 with Proj-PM Peak
Command:	Employee PM
Volume:	Employee PM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Future 2019 with Proj-PM Peak Wed Aug 17, 2016 10:45:41 Page 3-1

LAMP

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	AVIATION BLVD	534	533	123	119	503	141	142	2214	505	101	1210	150
2	IMPERIAL HWY.	138	363	235	429	579	125	230	1385	283	162	433	477
3	AVIATION BLVD	13	1060	32	36	1174	66	61	81	24	27	41	62
4	La CIENEGA BL	123	286	547	585	716	339	109	1378	598	88	796	211
5	CENTURY BLVD.	0	3447	0	0	3183	50	0	0	0	469	96	229
6	CENTURY BLVD.	653	0	338	0	0	39	24	1874	575	0	890	14
7	IMPERIAL HWY.	152	23	382	54	31	14	21	1708	150	120	572	34
8	SEPULVEDA @ H	0	1463	870	565	2481	0	0	0	0	637	0	102
9	IMPERIAL HWY.	63	198	677	386	378	274	238	1313	166	41	385	165
10	IMPERIAL HWY	224	0	438	4	1	1	0	1547	385	572	971	2
11	IMPERIAL HWY	0	3	6	1399	0	201	149	421	0	1	413	800
12	IMPERIAL HWY	145	1762	987	831	2398	15	239	409	168	156	347	383
13	IMPERIAL HWY	123	0	248	97	175	179	0	1181	59	35	775	0
14	IMPERIAL HWY.	529	0	198	0	0	0	0	1639	628	136	673	0
15	IMPERIAL HWY.	165	0	284	0	0	0	0	2665	277	0	454	233
16	La CIENEGA BL	0	541	352	311	712	4	0	0	0	69	0	77
17	La CIENEGA BL	52	761	0	0	835	66	111	0	134	0	0	0
18	La CIENEGA BL	0	604	63	194	770	0	0	0	0	850	0	360
19	La CIENEGA BL	0	634	38	473	844	1	0	0	2	0	0	409
20	La CIENEGA BL	41	603	29	71	878	3	0	0	26	245	0	225
21	SEPULVEDA BLV	122	1486	221	115	1726	141	167	362	195	324	263	67
22	SEPULVEDA BLV	1516	1963	0	0	2515	41	0	0	1819	0	0	0
23	SEPULVEDA BLV	167	1599	117	342	1785	272	218	776	129	108	515	201
24	WESTCHESTER P	0	566	565	75	628	0	0	0	0	437	0	108
25	SEPULVEDA BLV	193	1575	74	212	2054	87	299	272	457	262	285	213
26	SEPULVEDA @ 7	64	1901	38	123	1396	324	187	38	53	23	47	35
27	SEPULVEDA BLV	86	2082	34	35	1437	184	113	58	83	28	48	30
28	SEPULVEDA BLV	52	2074	16	41	1479	52	47	42	27	9	29	26
29	La CIENEGA BL	118	564	12	45	774	52	88	3	264	6	1	11

Baseline 2015 plus Proj-AM Wed Aug 10, 2016 11:56:05 Page 1-1

LAMP

Scenario Report

Scenario:	Baseline 2015 plus Proj-AM Peak
Command:	Employee AM
Volume:	Employee AM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Baseline 2015 plus Proj-AM Wed Aug 10, 2016 11:56:05 Page 3-1

LAMP

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	AVIATION BLVD	569	507	56	49	296	154	110	860	254	51	1070	77
2	IMPERIAL HWY.	252	481	94	243	253	180	114	208	55	211	903	737
3	AVIATION BLVD	28	1338	20	27	635	51	36	28	26	23	47	50
4	La CIENEGA BL	189	515	153	157	299	407	76	469	269	277	1492	755
5	CENTURY BLVD.	0	3908	0	0	1430	30	0	0	0	345	59	292
6	CENTURY BLVD.	1080	0	330	0	0	22	4	516	190	0	1842	6
7	IMPERIAL HWY.	65	12	70	35	38	8	29	369	168	324	1195	49
8	SEPULVEDA @ H	0	2654	935	126	830	0	0	0	0	706	0	122
9	IMPERIAL HWY.	66	258	122	85	170	312	266	177	147	89	823	585
10	IMPERIAL HWY	426	1	508	0	0	4	0	762	189	460	1184	1
11	IMPERIAL HWY	0	1	3	662	0	77	175	287	1	7	340	1240
12	IMPERIAL HWY	93	1606	487	341	1952	9	219	193	58	187	210	389
13	IMPERIAL HWY	49	0	46	362	879	486	0	553	95	220	879	0
14	IMPERIAL HWY.	970	0	311	0	0	0	0	277	330	95	1003	0
15	IMPERIAL HWY.	535	0	64	0	0	0	0	321	66	0	1320	484
16	La CIENEGA BL	0	905	85	56	364	24	0	0	0	144	0	241
17	La CIENEGA BL	180	1001	0	0	388	94	38	0	46	0	0	0
18	La CIENEGA BL	0	1619	120	121	352	0	0	0	0	493	0	73
19	La CIENEGA BL	0	809	38	384	452	17	0	0	2	0	0	92
20	La CIENEGA BL	29	1095	138	63	380	0	4	0	25	193	0	69
21	SEPULVEDA BLV	40	1688	88	20	1146	38	64	131	67	287	159	28
22	SEPULVEDA BLV	1782	1946	0	0	1249	23	0	0	992	0	0	0
23	SEPULVEDA BLV	66	1637	51	89	927	73	99	225	72	48	569	347
24	WESTCHESTER P	0	992	373	59	422	0	0	0	0	245	0	51
25	SEPULVEDA BLV	156	1869	21	119	1423	57	13	130	65	160	489	291
26	SEPULVEDA @ 7	59	1803	9	32	1156	185	654	67	69	36	100	326
27	SEPULVEDA BLV	124	1972	25	30	1079	167	150	82	130	40	183	109
28	SEPULVEDA BLV	35	1855	16	25	1112	31	63	58	38	21	109	134
29	La CIENEGA BL	334	851	10	11	404	74	17	0	68	5	0	12

Baseline 2015 plus Proj-PM Wed Aug 10, 2016 11:58:20 Page 1-1

LAMP

Scenario Report

Scenario:	Baseline 2015 plus Proj-PM Peak
Command:	Employee PM
Volume:	Employee PM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Baseline 2015 plus Proj-PM Wed Aug 10, 2016 11:58:21 Page 3-1

LAMP

Intersection Volume Report
Future Volume Alternative

		Northbound			Southbound			Eastbound			Westbound		
Node	Intersection	L	T	R	L	T	R	L	T	R	L	T	R
1	AVIATION BLVD	500	488	114	97	454	130	131	1831	468	93	1116	135
2	IMPERIAL HWY.	126	335	217	390	534	114	208	1112	243	150	388	448
3	AVIATION BLVD	12	983	30	33	1075	61	56	75	22	25	38	57
4	La CIENEGA BL	114	264	505	540	661	313	101	1164	434	81	730	195
5	CENTURY BLVD.	0	3181	0	0	2494	46	0	0	0	431	81	212
6	CENTURY BLVD.	600	0	312	0	0	36	22	1622	532	0	820	13
7	IMPERIAL HWY.	140	21	353	50	29	13	19	1388	136	111	514	31
8	SEPULVEDA @ H	0	1294	602	522	2287	0	0	0	0	573	0	94
9	IMPERIAL HWY.	58	183	625	357	349	242	206	1165	157	38	357	152
10	IMPERIAL HWY	207	0	405	4	1	1	0	959	355	528	672	2
11	IMPERIAL HWY	0	3	6	822	0	186	138	389	0	1	382	514
12	IMPERIAL HWY	130	1628	912	619	2169	14	211	331	155	143	306	354
13	IMPERIAL HWY	114	0	229	90	162	165	0	898	52	32	700	0
14	IMPERIAL HWY.	495	0	183	0	0	0	0	1456	465	126	611	0
15	IMPERIAL HWY.	152	0	262	0	0	0	0	2414	256	0	420	215
16	La CIENEGA BL	0	500	325	286	651	4	0	0	0	64	0	71
17	La CIENEGA BL	48	703	0	0	765	61	103	0	124	0	0	0
18	La CIENEGA BL	0	558	58	179	710	0	0	0	0	785	0	332
19	La CIENEGA BL	0	586	35	324	773	1	0	0	2	0	0	378
20	La CIENEGA BL	24	557	27	60	810	3	0	0	10	230	0	208
21	SEPULVEDA BLV	113	1149	204	106	1574	130	120	325	90	299	243	62
22	SEPULVEDA BLV	1401	1810	0	0	1903	38	0	0	1654	0	0	0
23	SEPULVEDA BLV	154	1219	108	316	1629	251	201	717	119	100	476	186
24	WESTCHESTER P	0	523	287	69	580	0	0	0	0	173	0	100
25	SEPULVEDA BLV	175	1455	68	196	1807	60	58	251	92	242	263	190
26	SEPULVEDA @ 7	59	1498	35	114	1269	299	173	35	49	21	43	32
27	SEPULVEDA BLV	79	1665	31	32	1307	170	104	54	77	26	44	28
28	SEPULVEDA BLV	48	1657	15	38	1346	48	43	39	25	8	27	24
29	La CIENEGA BL	109	521	11	42	709	48	81	3	244	6	1	10

Future 2019 w/ Proj w/ Mit-AM Peak Wed Aug 17, 2016 10:49:15 Page 1-1

LAMP

Scenario Report

Scenario:	Future 2019 w/ Proj w/ Mit-AM Peak
Command:	Employee AM
Volume:	Employee AM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Future 2019 w/ Proj w/ Mit-AM Peak Wed Aug 17, 2016 10:49:16 Page 3-1

LAMP

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	537	559	61	60	325	167	122	985	242	55	1283	93
2	IMPERIAL HWY.	293	522	102	227	277	200	123	233	60	228	1155	728
3	AVIATION BLVD	30	1379	22	29	659	55	39	30	28	25	51	54
4	La CIENEGA BL	212	557	166	170	328	441	84	526	332	300	1743	817
5	CENTURY BLVD.	0	4495	0	0	1551	32	0	0	0	494	84	440
6	CENTURY BLVD.	1178	0	357	0	0	24	4	564	220	0	2112	6
7	IMPERIAL HWY.	73	13	76	38	41	9	31	407	182	351	1497	53
8	SEPULVEDA @ H	0	2883	1013	136	960	0	0	0	0	975	0	132
9	IMPERIAL HWY.	72	279	132	92	184	333	303	200	133	96	910	640
10	IMPERIAL HWY	461	1	551	0	0	4	0	1009	205	498	1812	1
11	IMPERIAL HWY	0	1	3	901	0	83	189	311	1	8	368	1872
12	IMPERIAL HWY	119	1772	527	370	2121	10	238	217	63	202	281	575
13	IMPERIAL HWY	56	0	50	392	951	526	0	607	103	238	1157	0
14	IMPERIAL HWY.	1143	0	337	0	0	0	0	297	331	103	1101	0
15	IMPERIAL HWY.	579	0	69	0	0	0	0	355	71	0	1455	524
16	La CIENEGA BL	0	987	92	61	398	26	0	0	0	156	0	262
17	La CIENEGA BL	195	1091	0	0	424	102	41	0	50	0	0	0
18	La CIENEGA BL	0	1754	130	131	385	0	0	0	0	534	0	80
19	La CIENEGA BL	0	883	41	457	493	18	0	0	2	0	0	100
20	La CIENEGA BL	46	1192	149	68	415	0	4	0	42	185	0	75
21	SEPULVEDA BLV	43	1837	95	22	1513	41	70	142	76	312	177	30
22	SEPULVEDA BLV	1940	2484	0	0	1355	25	0	0	1074	0	0	0
23	SEPULVEDA BLV	71	1783	55	96	1276	79	107	244	78	52	616	376
24	WESTCHESTER P	0	1074	631	64	457	0	0	0	0	498	0	55
25	SEPULVEDA BLV	537	2033	23	131	1543	335	14	141	70	173	534	315
26	SEPULVEDA @ 7	64	1963	10	35	1524	200	708	73	75	39	108	353
27	SEPULVEDA BLV	134	2146	27	32	1441	181	162	89	141	43	198	118
28	SEPULVEDA BLV	38	2019	17	27	1477	34	68	63	41	23	118	145
29	La CIENEGA BL	362	928	11	12	441	80	18	0	74	5	0	13

Future 2019 w/ Proj w/ Mit-PM Peak Wed Aug 17, 2016 10:52:13 Page 1-1

LAMP

Scenario Report

Scenario:	Future 2019 w/ Proj w/ Mit-PM Peak
Command:	Employee PM
Volume:	Employee PM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Future 2019 w/ Proj w/ Mit-PM Peak Wed Aug 17, 2016 10:52:14 Page 3-1

LAMP

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	Northbound T	Northbound R	Southbound L	Southbound T	Southbound R	Eastbound L	Eastbound T	Eastbound R	Westbound L	Westbound T	Westbound R
1	AVIATION BLVD	463	533	123	119	503	141	142	2194	463	101	1210	150
2	IMPERIAL HWY.	138	363	235	387	579	125	230	1385	283	162	433	406
3	AVIATION BLVD	13	989	32	36	1132	66	61	81	24	27	41	62
4	La CIENEGA BL	123	286	547	585	716	339	109	1358	598	88	796	211
5	CENTURY BLVD.	0	3447	0	0	3183	50	0	0	0	518	96	229
6	CENTURY BLVD.	653	0	338	0	0	39	24	1874	556	0	890	14
7	IMPERIAL HWY.	152	23	382	54	31	14	21	1708	150	120	572	34
8	SEPULVEDA @ H	0	1463	870	565	2481	0	0	0	0	637	0	102
9	IMPERIAL HWY.	63	198	677	386	378	254	238	1313	145	41	364	165
10	IMPERIAL HWY	224	0	438	4	1	1	0	1547	385	572	971	2
11	IMPERIAL HWY	0	3	6	1399	0	201	149	421	0	1	413	800
12	IMPERIAL HWY	145	1762	987	831	2398	15	239	409	168	156	347	383
13	IMPERIAL HWY	123	0	248	97	175	179	0	1181	59	35	775	0
14	IMPERIAL HWY.	499	0	198	0	0	0	0	1618	607	136	632	0
15	IMPERIAL HWY.	165	0	284	0	0	0	0	2665	277	0	433	233
16	La CIENEGA BL	0	541	352	311	712	4	0	0	0	69	0	77
17	La CIENEGA BL	52	761	0	0	835	66	111	0	134	0	0	0
18	La CIENEGA BL	0	604	63	194	770	0	0	0	0	850	0	360
19	La CIENEGA BL	0	634	38	473	844	1	0	0	2	0	0	409
20	La CIENEGA BL	41	603	29	71	878	3	0	0	26	225	0	225
21	SEPULVEDA BLV	122	1486	221	115	1726	141	167	362	195	324	263	67
22	SEPULVEDA BLV	1516	1963	0	0	2515	41	0	0	1819	0	0	0
23	SEPULVEDA BLV	167	1599	117	342	1785	272	218	776	129	108	515	201
24	WESTCHESTER P	0	566	565	75	628	0	0	0	0	437	0	108
25	SEPULVEDA BLV	193	1575	74	212	2054	87	299	272	457	262	285	213
26	SEPULVEDA @ 7	64	1901	38	123	1396	324	187	38	53	23	47	35
27	SEPULVEDA BLV	86	2082	34	35	1437	184	113	58	83	28	48	30
28	SEPULVEDA BLV	52	2074	16	41	1479	52	47	42	27	9	29	26
29	La CIENEGA BL	118	564	12	45	774	52	88	3	264	6	1	11

Baseline 2015 plus Proj with Mit-AM Wed Aug 10, 2016 12:02:16 Page 1-1

LAMP

Scenario Report

Scenario:	Baseline 2015 plus Proj with Mit-AM Peak
Command:	Employee AM
Volume:	Employee AM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	AM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Baseline 2015 plus Proj with Mit-AM Wed Aug 10, 2016 12:02:16 Page 3-1

LAMP

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	AVIATION BLVD	489	507	56	49	296	154	110	838	206	51	1070	77
2	IMPERIAL HWY.	252	481	94	195	253	180	114	208	55	211	903	657
3	AVIATION BLVD	28	1258	20	27	587	51	36	28	26	23	47	50
4	La CIENEGA BL	189	515	153	157	299	407	76	447	269	277	1492	755
5	CENTURY BLVD.	0	3908	0	0	1430	30	0	0	0	400	59	292
6	CENTURY BLVD.	1080	0	330	0	0	22	4	516	168	0	1842	6
7	IMPERIAL HWY.	65	12	70	35	38	8	29	369	168	324	1195	49
8	SEPULVEDA @ H	0	2654	935	126	830	0	0	0	0	706	0	122
9	IMPERIAL HWY.	66	258	122	85	170	290	266	177	123	89	799	585
10	IMPERIAL HWY	426	1	508	0	0	4	0	762	189	460	1184	1
11	IMPERIAL HWY	0	1	3	662	0	77	175	287	1	7	340	1240
12	IMPERIAL HWY	93	1606	487	341	1952	9	219	193	58	187	210	389
13	IMPERIAL HWY	49	0	46	362	879	486	0	553	95	220	879	0
14	IMPERIAL HWY.	936	0	311	0	0	0	0	253	306	95	957	0
15	IMPERIAL HWY.	535	0	64	0	0	0	0	321	66	0	1296	484
16	La CIENEGA BL	0	905	85	56	364	24	0	0	0	144	0	241
17	La CIENEGA BL	180	1001	0	0	388	94	38	0	46	0	0	0
18	La CIENEGA BL	0	1619	120	121	352	0	0	0	0	493	0	73
19	La CIENEGA BL	0	809	38	384	452	17	0	0	2	0	0	92
20	La CIENEGA BL	29	1095	138	63	380	0	4	0	25	171	0	69
21	SEPULVEDA BLV	40	1688	88	20	1146	38	64	131	67	287	159	28
22	SEPULVEDA BLV	1782	1946	0	0	1249	23	0	0	992	0	0	0
23	SEPULVEDA BLV	66	1637	51	89	927	73	99	225	72	48	569	347
24	WESTCHESTER P	0	992	373	59	422	0	0	0	0	245	0	51
25	SEPULVEDA BLV	156	1869	21	119	1423	57	13	130	65	160	489	291
26	SEPULVEDA @ 7	59	1803	9	32	1156	185	654	67	69	36	100	326
27	SEPULVEDA BLV	124	1972	25	30	1079	167	150	82	130	40	183	109
28	SEPULVEDA BLV	35	1855	16	25	1112	31	63	58	38	21	109	134
29	La CIENEGA BL	334	851	10	11	404	74	17	0	68	5	0	12

Baseline 2015 plus Proj with Mit-PM Wed Aug 10, 2016 12:03:35 Page 1-1

LAMP

Scenario Report

Scenario:	Baseline 2015 plus Proj with Mit-PM Peak
Command:	Employee PM
Volume:	Employee PM
Geometry:	Existing geometry
Impact Fee:	Default Impact Fee
Trip Generation:	PM Peak
Trip Distribution:	Trip_am_pm
Paths:	Default Paths
Routes:	Default Routes
Configuration:	Default Configuration

Baseline 2015 plus Proj with Mit-PM Wed Aug 10, 2016 12:03:35 Page 3-1

LAMP

Intersection Volume Report
Future Volume Alternative

Node	Intersection	Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R
1	AVIATION BLVD	420	488	114	97	454	130	131	1809	420	93	1116	135
2	IMPERIAL HWY.	126	335	217	342	534	114	208	1112	243	150	388	368
3	AVIATION BLVD	12	903	30	33	1027	61	56	75	22	25	38	57
4	La CIENEGA BL	114	264	505	540	661	313	101	1142	434	81	730	195
5	CENTURY BLVD.	0	3181	0	0	2494	46	0	0	0	486	81	212
6	CENTURY BLVD.	600	0	312	0	0	36	22	1622	510	0	820	13
7	IMPERIAL HWY.	140	21	353	50	29	13	19	1388	136	111	514	31
8	SEPULVEDA @ H	0	1294	602	522	2287	0	0	0	0	573	0	94
9	IMPERIAL HWY.	58	183	625	357	349	220	206	1165	133	38	333	152
10	IMPERIAL HWY	207	0	405	4	1	1	0	959	355	528	672	2
11	IMPERIAL HWY	0	3	6	822	0	186	138	389	0	1	382	514
12	IMPERIAL HWY	130	1628	912	619	2169	14	211	331	155	143	306	354
13	IMPERIAL HWY	114	0	229	90	162	165	0	898	52	32	700	0
14	IMPERIAL HWY.	461	0	183	0	0	0	0	1432	441	126	565	0
15	IMPERIAL HWY.	152	0	262	0	0	0	0	2414	256	0	396	215
16	La CIENEGA BL	0	500	325	286	651	4	0	0	0	64	0	71
17	La CIENEGA BL	48	703	0	0	765	61	103	0	124	0	0	0
18	La CIENEGA BL	0	558	58	179	710	0	0	0	0	785	0	332
19	La CIENEGA BL	0	586	35	324	773	1	0	0	2	0	0	378
20	La CIENEGA BL	24	557	27	60	810	3	0	0	10	208	0	208
21	SEPULVEDA BLV	113	1149	204	106	1574	130	120	325	90	299	243	62
22	SEPULVEDA BLV	1401	1810	0	0	1903	38	0	0	1654	0	0	0
23	SEPULVEDA BLV	154	1219	108	316	1629	251	201	717	119	100	476	186
24	WESTCHESTER P	0	523	287	69	580	0	0	0	0	173	0	100
25	SEPULVEDA BLV	175	1455	68	196	1807	60	58	251	92	242	263	190
26	SEPULVEDA @ 7	59	1498	35	114	1269	299	173	35	49	21	43	32
27	SEPULVEDA BLV	79	1665	31	32	1307	170	104	54	77	26	44	28
28	SEPULVEDA BLV	48	1657	15	38	1346	48	43	39	25	8	27	24
29	La CIENEGA BL	109	521	11	42	709	48	81	3	244	6	1	10

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Appendix X.3
LANDSIDE ACCESS MODERNIZATION PROGRAM

Study Area Intersection Capacity Analysis

August 2016

Prepared for:

Los Angeles World Airports
One World Way
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Prepared by:

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20 North Clark Street, Suite 1500
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Confidential - Preliminary Draft Deliberative Material

Table of Contents

TRAFFIX Analysis Reports

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1. CAPACITY ANALYSIS RESULTS

This appendix provides the capacity analysis results for each condition and scenario evaluated in the construction traffic study. The tables included summarize the V/C ratios and level of service results for the two analysis peak hours, a.m. peak hour, and p.m. peak hour, for the Baseline Plus and without Project (2015), the Cumulative Traffic With and Without Project (2019), and those intersections requiring mitigation measures.

TRAFFIX Analysis Reports

```
Baseline 2015-AM Peak      Tue Apr 12, 2016 11:47:35                 Page 1-1
--------------------------------------------------------------------------------
                                     LAMP
--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Baseline 2015-AM Peak

Command:              Employee AM
Volume:               Employee AM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      AM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```



```
Baseline 2015-AM Peak      Tue Apr 12, 2016 11:47:36                 Page 4-1
--------------------------------------------------------------------------------
                                     LAMP
--------------------------------------------------------------------------------
                    Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         0.592
Loss Time (sec):       0 (Y+R =  4 sec) Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        56                Level Of Service:                    A
********************************************************************************
Street Name:            AVIATION BLVD.                  CENTURY BLVD.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     489  507    56    49  296   154   110  838   206    51 1070    77
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  489  507    56    49  296   154   110  838   206    51 1070    77
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   489  507    56    49  296   154   110  838   206    51 1070    77
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  489  507    56    49  296   154   110  838   206    51 1070    77
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   538  507    56    54  296   154   110  838   206    51 1070    77
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.80  0.20  2.00 2.00  1.00  1.00 3.21  0.79  1.00 3.73  0.27
Final Sat.:  2750 2476   274  2750 2750  1375  1375 4415  1085  1375 5131   369
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.20  0.20  0.02 0.11  0.11  0.08 0.19  0.19  0.04 0.21  0.21
Crit Vol:     269                148         110                 287
Crit Moves:  ****               ****        ****                ****
********************************************************************************
```

```
Baseline 2015-AM Peak      Tue Apr 12, 2016 11:47:36                 Page 5-1
------------------------------------------------------------------------------
                                    LAMP
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.698
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       76               Level Of Service:                   B
******************************************************************************
Street Name:           AVIATION BL.                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      252  481    94   195  253   180   114  208    55   211  903   657
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   252  481    94   195  253   180   114  208    55   211  903   657
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    252  481    94   195  253   180   114  208    55   211  903   657
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   252  481    94   195  253   180   114  208    55   211  903   657
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    277  481    94   215  253   198   125  208    55   232  903   657
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 1.68  1.32  2.00 2.37  0.63  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2314  1811  2750 3262   863  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.17  0.07  0.08 0.11  0.11  0.05 0.06  0.06  0.08 0.22  0.48
Crit Vol:         240           0              63                        657
Crit Moves:      ****          ****           ****                      ****
******************************************************************************
```

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```
Baseline 2015-AM Peak      Tue Apr 12, 2016 11:47:36                 Page 6-1
------------------------------------------------------------------------------
                                    LAMP
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.545
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                   A
******************************************************************************
Street Name:           AVIATION BLVD.                111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       28 1258    20    27  587    51    36   28    26    23   47    50
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    28 1258    20    27  587    51    36   28    26    23   47    50
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     28 1258    20    27  587    51    36   28    26    23   47    50
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    28 1258    20    27  587    51    36   28    26    23   47    50
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     28 1258    20    27  587    51    36   28    26    23   47    50
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 1.84  0.16  1.00 0.52  0.48  1.00 1.00  1.00
Final Sat.:  1375 2707    43  1375 2530   220  1375  713   662  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.46  0.46  0.02 0.23  0.23  0.03 0.04  0.04  0.02 0.03  0.04
Crit Vol:         639           27              36                        47
Crit Moves:      ****          ****            ****                      ****
******************************************************************************
```

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```
Baseline 2015-AM Peak      Tue Apr 12, 2016 11:47:36                 Page 7-1
--------------------------------------------------------------------------------
                                     LAMP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.792
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      109               Level Of Service:                  C
********************************************************************************
Street Name:         La CIENEGA BLVD.                 CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     189  515   153   157  299   407    76  447   269   277 1492   755
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  189  515   153   157  299   407    76  447   269   277 1492   755
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   189  515   153   157  299   407    76  447   269   277 1492   755
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  189  515   153   157  299   407    76  447   269   277 1492   755
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   189  515   168   157  299   448    76  447   269   277 1492   755
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.19  0.06  0.11 0.11  0.16  0.06 0.11  0.20  0.20 0.36  0.55
Crit Vol:         258          0              76                        755
Crit Moves:      ****         ****            ****                      ****
********************************************************************************
```



```
Baseline 2015-AM Peak      Tue Apr 12, 2016 11:47:36                 Page 8-1
--------------------------------------------------------------------------------
                                     LAMP
--------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.797
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       71               Level Of Service:                  C
********************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Ignore           Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3908     0     0 1430    30     0    0     0   345   59   292
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 3908     0     0 1430    30     0    0     0   345   59   292
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3908     0     0 1430    30     0    0     0   345   59   292
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3908     0     0 1430    30     0    0     0   345   59   292
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3908     0     0 1430    30     0    0     0   380   59   321
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.73 0.27  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2596  404  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.65  0.00  0.00 0.24  0.02  0.00 0.00  0.00  0.15 0.15  0.11
Crit Vol:         977          0                       0         219
Crit Moves:      ****         ****                               ****
********************************************************************************
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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.824
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       82               Level Of Service:                  D
*******************************************************************************
Street Name:         405 NORTH OFF RAMP                 CENTURY BLVD
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     1080    0   330      0    0    22      4  516   168      0 1842     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Initial Bse: 1080    0   330      0    0    22      4  516   168      0 1842     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
PHF Volume:  1080    0   330      0    0    22      4  516   168      0 1842     6
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol: 1080    0   330      0    0    22      4  516   168      0 1842     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00 1.00  1.00
Final Vol.:  1188    0   330      0    0    22      4  516   185      0 1842     6
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.95  1.05  0.00 2.99 0.00  0.01
Final Sat.:  3000    0  1500     0    0  1500  1500 4418  1582     0 4485    15
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.40 0.00  0.22  0.00 0.00  0.01  0.00 0.12  0.12  0.00 0.41  0.41
Crit Vol:     594                      22     4                  616
Crit Moves:  ****                     ****  ****                ****
*******************************************************************************
```



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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.413
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39               Level Of Service:                  A
*******************************************************************************
Street Name:          DOUGLAS STREET                   IMPERIAL HWY.
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase      Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:       1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       65   12    70     35   38     8    29  369   168   324 1195    49
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Initial Bse:    65   12    70     35   38     8    29  369   168   324 1195    49
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Volume:     65   12    70     35   38     8    29  369   168   324 1195    49
Reduct Vol:      0    0     0      0    0     0     0    0     0     0    0     0
Reduced Vol:    65   12    70     35   38     8    29  369   168   324 1195    49
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00 1.00
Final Vol.:     65   12    77     39   38     9    29  369   168   356 1195    49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.35 0.65  1.00  1.00 2.06  0.94  2.00 2.88  0.12
Final Sat.:  1375 1375  2750  1862  888  1375  1375 2834  1291  2750 3963   162
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.01  0.03  0.02 0.04  0.01  0.02 0.13  0.13  0.13 0.30  0.30
Crit Vol:      65                     59          29                 415
Crit Moves:  ****                    ****        ****               ****
*******************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.661
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                    B
******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0 2654   935   126  830     0     0    0     0   706    0   122
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2654   935   126  830     0     0    0     0   706    0   122
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2654     0   126  830     0     0    0     0   706    0   122
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2654     0   126  830     0     0    0     0   706    0   122
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 2654     0   139  830     0     0    0     0   777    0   122
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.44  0.00  0.05 0.18  0.00  0.00 0.00  0.00  0.17 0.00  0.08
Crit Vol:          664         69                     0          259
Crit Moves:       ****        ****                            ****
******************************************************************************
```



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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.485
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44               Level Of Service:                    A
******************************************************************************
Street Name:          La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      66  258   122    85  170   290   266  177   123    89  799   585
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   66  258   122    85  170   290   266  177   123    89  799   585
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66  258   122    85  170   290   266  177   123    89  799   585
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66  258   122    85  170   290   266  177   123    89  799   585
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    73  258   134    94  170   319   293  177   135    98  799   644
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.97  1.03  2.00 1.04  1.96  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2714  1411  2750 1434  2691  2750 4125  2750  2750 4125  2750
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.10  0.10  0.03 0.12  0.12  0.11 0.04  0.05  0.04 0.19  0.23
Crit Vol:      36                 163          146                      322
Crit Moves:  ****               ****         ****                     ****
******************************************************************************
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                        Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.612
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                  B
********************************************************************************
Street Name:           MAIN STREET                       IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Protected
Rights:           Ignore          Include           Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  1  0  0  1   0  0  0  0  1   1  0  2  0  1   2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     426    1  508     0    0    4     0  762  189   460 1184    1
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  426    1  508     0    0    4     0  762  189   460 1184    1
User Adj:    1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   426    1    0     0    0    4     0  762  189   460 1184    1
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  426    1    0     0    0    4     0  762  189   460 1184    1
PCE Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.10 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.10 1.00 1.00
Final Vol.:   469    1    0     0    0    4     0  762  189   506 1184    1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.99 0.01 1.00  0.00 0.00 1.00  1.00 2.00 1.00  2.00 2.00 1.00
Final Sat.:  2844    6 1425     0    0 1425  1425 2850 1425  2850 2850 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.16 0.00  0.00 0.00 0.00  0.00 0.27 0.13  0.18 0.42 0.00
Crit Vol:     235                        4         381         253
Crit Moves:  ****                     ****        ****        ****
********************************************************************************
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********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                  A
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.               IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Protected        Permitted
Rights:           Include          Include          Include            Ovl
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  1  0   2  0  0  0  1   2  0  1  1  0   1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       0    1    3   662    0   77   175  287    1     7  340 1240
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    1    3   662    0   77   175  287    1     7  340 1240
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0    1    3   662    0   77   175  287    1     7  340 1240
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    1    3   662    0   77   175  287    1     7  340 1240
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.10 1.00 1.00  1.10 1.00 1.00  1.00 1.00 1.10
Final Vol.:     0    1    3   728    0   77   193  287    1     7  340 1364
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 0.25 0.75  2.00 0.00 1.00  2.00 1.99 0.01  1.00 2.00 2.00
Final Sat.:     0  356 1069  2850    0 1425  2850 2840   10  1425 2850 2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00  0.26 0.00 0.05  0.07 0.10 0.10  0.00 0.12 0.48
Crit Vol:           4         364               96                   170
Crit Moves:      ****        ****             ****                  ****
********************************************************************************
```

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********************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.896
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  D
********************************************************************************
Street Name:          SEPULVEDA BL.                  IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       93 1606   487   341 1952     9   219  193    58   187  210   389
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    93 1606   487   341 1952     9   219  193    58   187  210   389
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     93 1606   487   341 1952     9   219  193    58   187  210   389
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    93 1606   487   341 1952     9   219  193    58   187  210   389
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:     93 1606   487   375 1952     9   241  193    58   206  210   389
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.98  0.02  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5475    25  2750 4125  1375  2750 4125  1375
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.39  0.35  0.14 0.36  0.36  0.09 0.05  0.04  0.07 0.05  0.28
Crit Vol:          535         188              120                        389
Crit Moves:       ****        ****             ****                       ****
********************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.610
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                  B
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase        Permitted        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       49    0    46   362  879   486     0  553    95   220  879     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    49    0    46   362  879   486     0  553    95   220  879     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     49    0    46   362  879   486     0  553    95   220  879     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    49    0    46   362  879   486     0  553    95   220  879     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     49    0    51   398  879   535     0  553    95   242  879     0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.82  1.18  0.00 2.56  0.44  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2589  1686     0 3648   627  2850 4275     0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.00  0.02  0.28 0.34  0.32  0.00 0.15  0.15  0.08 0.21  0.00
Crit Vol:          49              484              216              121
Crit Moves:  ****                 ****             ****             ****
********************************************************************************
```

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                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.786
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       87               Level Of Service:                  C
********************************************************************************
Street Name:            / 105 RAMP                   IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     936    0   311     0    0    0     0  253   306    95  957     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  936    0   311     0    0    0     0  253   306    95  957     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   936    0   311     0    0    0     0  253   306    95  957     0
Reduct Vol:     0    0     0     0    0    0     0    0     0     0    0     0
Reduced Vol:  936    0   311     0    0    0     0  253   306    95  957     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:  1030    0   342     0    0    0     0  253   337   104  957     0
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0    0     0 2850  2850  2850 2850     0
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.36 0.00  0.12  0.00 0.00  0.00  0.00 0.09  0.12  0.04 0.34  0.00
Crit Vol:     515                    0              127              479
Crit Moves:  ****                                 ****             ****
********************************************************************************
```

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                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.532
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                  A
********************************************************************************
Street Name:           405 NORTH RAMP                   IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Permitted       Permitted
Rights:            Include          Include          Ignore          Ignore
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     535    0    64     0    0    0     0  321    66     0 1296   484
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  535    0    64     0    0    0     0  321    66     0 1296   484
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   535    0    64     0    0    0     0  321     0     0 1296     0
Reduct Vol:     0    0     0     0    0    0     0    0     0     0    0     0
Reduced Vol:  535    0    64     0    0    0     0  321     0     0 1296     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   589    0    64     0    0    0     0  321     0     0 1296     0
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.80 0.00  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2570    0   280     0    0    0     0 4275  1425     0 4275  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.00  0.23  0.00 0.00  0.00  0.00 0.08  0.00  0.00 0.30  0.00
Crit Vol:     326                    0                0              432
Crit Moves:  ****                                 ****             ****
********************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.556
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 LENNOX BLVD
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include         Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0  905    85    56  364    24     0    0     0   144    0   241
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  905    85    56  364    24     0    0     0   144    0   241
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  905    85    56  364    24     0    0     0   144    0   241
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  905    85    56  364    24     0    0     0   144    0   241
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  905    85    56  364    24     0    0     0   158    0   241
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  1.00 2.81  0.19  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2605   245  1425 4011   264     0    0     0  2850    0  1425
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.35  0.35  0.04 0.09  0.09  0.00 0.00  0.00  0.06 0.00  0.17
Crit Vol:          495         56                      0                   241
Crit Moves:       ****        ****                                      ****
******************************************************************************
```



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                                    LAMP
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.384
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 / 111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permitted      Split Phase      Split Phase
Rights:            Include         Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     180 1001     0     0  388    94    38    0    46     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  180 1001     0     0  388    94    38    0    46     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   180 1001     0     0  388    94    38    0    46     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  180 1001     0     0  388    94    38    0    46     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   180 1001     0     0  388    94    42    0    46     0    0     0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.41  0.59  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3441   834  2850    0  1425     0    0     0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.35  0.00  0.00 0.11  0.11  0.01 0.00  0.03  0.00 0.00  0.00
Crit Vol:         501         0                      46                    0
Crit Moves:      ****        ****                   ****
******************************************************************************
```

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********************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.869
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      142               Level Of Service:                    D
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 N/B RAPM
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1619   120   121  352     0     0    0     0   493    0    73
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1619   120   121  352     0     0    0     0   493    0    73
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1619   120   121  352     0     0    0     0   493    0    73
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1619   120   121  352     0     0    0     0   493    0    73
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1619   132   121  352     0     0    0     0   542    0    73
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.76 0.00  0.24
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2512    0   338
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.57  0.09  0.08 0.12  0.00  0.00 0.00  0.00  0.22 0.00  0.22
Crit Vol:          810         121                      0                   308
Crit Moves:       ****        ****                                         ****
********************************************************************************
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********************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.463
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                    A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include            Ovl
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  809    38   384  452    17     0    0     2     0    0    92
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  809    38   384  452    17     0    0     2     0    0    92
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  809    38   384  452    17     0    0     2     0    0    92
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  809    38   384  452    17     0    0     2     0    0    92
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  809    38   422  452    17     0    0     2     0    0   101
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.91  0.09  2.00 1.93  0.07  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2627   123  2750 2650   100     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.31  0.31  0.15 0.17  0.17  0.00 0.00  0.00  0.00 0.00  0.04
Crit Vol:          423         211                      2                     0
Crit Moves:       ****        ****                   ****                ****
********************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.515
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted         Permitted      Split Phase      Split Phase
Rights:            Include           Include         Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       29 1095   138    63  380     0     4    0    25   171    0    69
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    29 1095   138    63  380     0     4    0    25   171    0    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     29 1095   138    63  380     0     4    0    25   171    0    69
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    29 1095   138    63  380     0     4    0    25   171    0    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     29 1095   138    63  380     0     4    0    25   188    0    69
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.14 0.00  0.86  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0   197    0  1228  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.38  0.10  0.04 0.09  0.00  0.02 0.00  0.02  0.07 0.00  0.05
Crit Vol:         547         63                      29    94
Crit Moves:      ****        ****                    ****  ****
******************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.680
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       71               Level Of Service:                  B
******************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include           Include         Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       40 1688    88    20 1146    38    64  131    67   287  159    28
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    40 1688    88    20 1146    38    64  131    67   287  159    28
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     40 1688    88    20 1146    38    64  131    67   287  159    28
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    40 1688    88    20 1146    38    64  131    67   287  159    28
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     40 1688    88    20 1146    38    64  131    67   287  159    28
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.70  0.30
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2338   412
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.41  0.06  0.01 0.28  0.03  0.05 0.05  0.05  0.21 0.07  0.07
Crit Vol:         563         20                      66         287
Crit Moves:      ****        ****                    ****        ****
******************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.758
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       77               Level Of Service:                  C
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:         Protected         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         4  0  2  1  0      0  0  3  1  0      0  0  0  0  4      0  0  1! 0  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     1782 1946     0      0 1249    23      0    0   992      0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1782 1946     0      0 1249    23      0    0   992      0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1782 1946     0      0 1249    23      0    0   992      0    0     0
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol: 1782 1946     0      0 1249    23      0    0   992      0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1960 1946     0      0 1249    23      0    0  1091      0    0     0
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 3.00  0.00  0.00 3.93  0.07  0.00 0.00  4.00  0.00 1.00  0.00
Final Sat.:  5700 4275     0      0 5597   103      0    0  5700      0 1425     0
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.34 0.46  0.00  0.00 0.22  0.22  0.00 0.00  0.19  0.00 0.00  0.00
Crit Vol:     490                318                 273     0
Crit Moves:  ****                ****                ****
********************************************************************************
```

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                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.834
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      138               Level Of Service:                  D
********************************************************************************
Street Name:        Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit       Prot+Permit       Protected       Prot+Permit
Rights:            Ovl               Ovl               Ovl               Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1      1  0  3  0  1      2  0  2  0  1      1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       66 1637    51     89  927    73     99  225    72     48  569   347
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    66 1637    51     89  927    73     99  225    72     48  569   347
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     66 1637    51     89  927    73     99  225    72     48  569   347
Reduct Vol:      0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:    66 1637    51     89  927    73     99  225    72     48  569   347
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:     66 1637    51     89  927    73    109  225    72     48  569   347
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.24  0.76
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1708  1042
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.40  0.04  0.06 0.22  0.05  0.04 0.08  0.05  0.03 0.33  0.33
Crit Vol:         546         89               54                458
Crit Moves:      ****        ****             ****               ****
********************************************************************************
```

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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.484
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                    A
*******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Protected         Permitted        Permitted
Rights:            Include          Include           Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  992   373    59  422     0     0    0     0   245    0    51
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     0  992   373    59  422     0     0    0     0   245    0    51
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0  992   373    59  422     0     0    0     0   245    0    51
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     0  992   373    59  422     0     0    0     0   245    0    51
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:      0  992   373    59  422     0     0    0     0   270    0    51
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:      0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.35  0.26  0.04 0.15  0.00  0.00 0.00  0.00  0.09 0.00  0.04
Crit Vol:          496         59                     0         135
Crit Moves:       ****        ****                           ****
*******************************************************************************
```



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              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.833
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      136               Level Of Service:                    D
*******************************************************************************
Street Name:        Sepulveda Boulevard           Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      156 1869    21   119 1423    57    13  130    65   160  489   291
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   156 1869    21   119 1423    57    13  130    65   160  489   291
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    156 1869    21   119 1423    57    13  130    65   160  489   291
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   156 1869    21   119 1423    57    13  130    65   160  489   291
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    156 1869    21   119 1423    57    13  130    65   160  489   291
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.33  0.67  1.00 1.25  0.75
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1833   917  1375 1724  1026
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.45  0.02  0.09 0.34  0.04  0.01 0.07  0.07  0.12 0.28  0.28
Crit Vol:         623         119                13                390
Crit Moves:      ****        ****               ****               ****
*******************************************************************************
```

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                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #136 SEPULVEDA @ 76th/77th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.879
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      119               Level Of Service:                   D
********************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      59 1803     9    32 1156   185   654   67    69    36  100   326
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   59 1803     9    32 1156   185   654   67    69    36  100   326
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    59 1803     9    32 1156   185   654   67    69    36  100   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   59 1803     9    32 1156   185   654   67    69    36  100   326
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    59 1803     9    32 1156   185   719   67    69    36  100   326
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.40  0.01  0.02 0.26  0.12  0.24 0.04  0.05  0.02 0.07  0.22
Crit Vol:          601          32             360                       326
Crit Moves:       ****         ****            ****                      ****
********************************************************************************
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                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.758
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60               Level Of Service:                   C
********************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:    124 1972    25    30 1079   167   150   82   130    40  183   109
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 124 1972    25    30 1079   167   150   82   130    40  183   109
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  124 1972    25    30 1079   167   150   82   130    40  183   109
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 124 1972    25    30 1079   167   150   82   130    40  183   109
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:  124 1972    25    30 1079   167   150   82   130    40  183   109
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.96  0.04  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.63  0.37
Final Sat.:  1500 4444    56  1500 4500  1500  1500 1500  1500  1500  940   560
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.44  0.44  0.02 0.24  0.11  0.10 0.05  0.09  0.03 0.19  0.19
Crit Vol:          666          30             150                       292
Crit Moves:       ****         ****            ****                      ****
********************************************************************************
```

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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.636
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                   B
********************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      35 1855    16    25 1112    31    63   58    38    21  109   134
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   35 1855    16    25 1112    31    63   58    38    21  109   134
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    35 1855    16    25 1112    31    63   58    38    21  109   134
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35 1855    16    25 1112    31    63   58    38    21  109   134
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    35 1855    16    25 1112    31    63   58    38    21  109   134
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 2.92  0.08  0.40 0.36  0.24  1.00 0.45  0.55
Final Sat.:  1500 4462    38  1500 4378   122   594  547   358  1500  673   827
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.42  0.42  0.02 0.25  0.25  0.11 0.11  0.11  0.01 0.16  0.16
Crit Vol:         624          25               63                  243
Crit Moves:      ****         ****             ****                ****
********************************************************************************
```

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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.397
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                   A
********************************************************************************
Street Name:          La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     334  851    10    11  404    74    17    0    68     5    0    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  334  851    10    11  404    74    17    0    68     5    0    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   334  851    10    11  404    74    17    0    68     5    0    12
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  334  851    10    11  404    74    17    0    68     5    0    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   334  851    10    11  404    74    17    0    68     5    0    12
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.98  0.02  1.00 2.54  0.46  1.00 1.00  1.00  0.29 0.00  0.71
Final Sat.:  1425 2817    33  1425 3613   662  1425 1425  1425   419    0  1006
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.30  0.30  0.01 0.11  0.11  0.01 0.00  0.05  0.01 0.00  0.01
Crit Vol:     334                 159                 68     5
Crit Moves:  ****                ****                ****  ****
********************************************************************************
```

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                              Scenario Report
Scenario:             Baseline 2015-PM Peak

Command:              Employee PM
Volume:               Employee PM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      PM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```



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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):        0.806
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      118                 Level Of Service:                 D
********************************************************************************
Street Name:           AVIATION BLVD.                   CENTURY BLVD.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     420  488   114    97  454   130   131 1809   420    93 1116   135
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  420  488   114    97  454   130   131 1809   420    93 1116   135
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   420  488   114    97  454   130   131 1809   420    93 1116   135
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  420  488   114    97  454   130   131 1809   420    93 1116   135
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   462  488   114   107  454   130   131 1809   420    93 1116   135
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.62  0.38  2.00 2.00  1.00  1.00 3.25  0.75  1.00 3.57  0.43
Final Sat.:  2750 2229   521  2750 2750  1375  1375 4464  1036  1375 4906   594
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.22  0.22  0.04 0.17  0.09  0.10 0.41  0.41  0.07 0.23  0.23
Crit Vol:     231                227              557              93
Crit Moves:  ****               ****             ****             ****
********************************************************************************
```

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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.647
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       65               Level Of Service:                    B
********************************************************************************
Street Name:           AVIATION BL.                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      126  335   217    342  534   114    208 1112   243    150  388   368
Growth Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:   126  335   217    342  534   114    208 1112   243    150  388   368
User Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:    126  335   217    342  534   114    208 1112   243    150  388   368
Reduct Vol:      0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:   126  335   217    342  534   114    208 1112   243    150  388   368
PCE Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.00   1.10 1.00  1.10   1.10 1.00  1.00   1.10 1.00  1.00
Final Vol.:    139  335   217    376  534   125    229 1112   243    165  388   368
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375   1375 1375  1375   1375 1375  1375   1375 1375  1375
Adjustment:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:        2.00 2.00  1.00   2.00 2.00  1.00   2.00 2.46  0.54   2.00 3.00  1.00
Final Sat.:   2750 2750  1375   2750 2750  1375   2750 3385   740   2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.05 0.12  0.16   0.14 0.19  0.09   0.08 0.33  0.33   0.06 0.09  0.27
Crit Vol:           168          188                452           83
Crit Moves:        ****         ****               ****         ****
********************************************************************************
```

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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.493
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                    A
********************************************************************************
Street Name:           AVIATION BLVD.                111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       12  903    30     33 1027    61     56   75    22     25   38    57
Growth Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:    12  903    30     33 1027    61     56   75    22     25   38    57
User Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:     12  903    30     33 1027    61     56   75    22     25   38    57
Reduct Vol:      0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:    12  903    30     33 1027    61     56   75    22     25   38    57
PCE Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Final Vol.:     12  903    30     33 1027    61     56   75    22     25   38    57
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375   1375 1375  1375   1375 1375  1375   1375 1375  1375
Adjustment:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:        1.00 1.94  0.06   1.00 1.89  0.11   1.00 0.77  0.23   1.00 1.00  1.00
Final Sat.:   1375 2662    88   1375 2596   154   1375 1063   312   1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.34  0.34   0.02 0.40  0.40   0.04 0.07  0.07   0.02 0.03  0.04
Crit Vol:       12                544                97           25
Crit Moves:   ****               ****               ****         ****
********************************************************************************
```

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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.872
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      178               Level Of Service:                   D
******************************************************************************
Street Name:         La CIENEGA BLVD.                 CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     114  264   505    540  661   313    101 1142   434     81  730   195
Growth Adj:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:  114  264   505    540  661   313    101 1142   434     81  730   195
User Adj:    1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:   114  264   505    540  661   313    101 1142   434     81  730   195
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:  114  264   505    540  661   313    101 1142   434     81  730   195
PCE Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10   1.00 1.00  1.10   1.00 1.00  1.00   1.00 1.00  1.00
Final Vol.:   114  264   556    540  661   344    101 1142   434     81  730   195
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375   1375 1375  1375   1375 1375  1375   1375 1375  1375
Adjustment:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:       1.00 2.00  2.00   1.00 2.00  2.00   1.00 3.00  1.00   1.00 3.16  0.84
Final Sat.:  1375 2750  2750   1375 2750  2750   1375 4125  1375   1375 4341  1159
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.10  0.20   0.39 0.24  0.13   0.07 0.28  0.32   0.06 0.17  0.17
Crit Vol:               278    540               381            0
Crit Moves:             ****   ****              ****           ****
******************************************************************************
```



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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.715
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                   C
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Ignore           Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3181     0      0 2494    46      0    0     0    431   81   212
Growth Adj:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:    0 3181     0      0 2494    46      0    0     0    431   81   212
User Adj:    1.00 1.00  0.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:     0 3181     0      0 2494    46      0    0     0    431   81   212
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:    0 3181     0      0 2494    46      0    0     0    431   81   212
PCE Adj:     1.00 1.00  0.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00   1.00 1.00  1.00   1.00 1.00  1.00   1.10 1.00  1.10
Final Vol.:     0 3181     0      0 2494    46      0    0     0    474   81   233
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500   1500 1500  1500   1500 1500  1500   1500 1500  1500
Adjustment:  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:       0.00 4.00  1.00   0.00 4.00  1.00   0.00 0.00  0.00   1.71 0.29  2.00
Final Sat.:     0 6000  1500      0 6000  1500      0    0     0   2562  438  3000
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.53  0.00   0.00 0.42  0.03   0.00 0.00  0.00   0.19 0.19  0.08
Crit Vol:         795            0                 0              278
Crit Moves:       ****           ****              ****           ****
******************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.608
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                  B
*******************************************************************************
Street Name:         405 NORTH OFF RAMP                 CENTURY BLVD
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:     600    0   312      0    0    36     22 1622   510      0  820    13
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:  600    0   312      0    0    36     22 1622   510      0  820    13
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:   600    0   312      0    0    36     22 1622   510      0  820    13
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:  600    0   312      0    0    36     22 1622   510      0  820    13
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.10   1.00 1.00  1.00
Final Vol.:   660    0   312      0    0    36     22 1622   561      0  820    13
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500   1500 1500  1500   1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00   1.00 2.97  1.03   0.00 2.95  0.05
Final Sat.:  3000    0  1500     0    0  1500   1500 4458  1542      0 4430    70
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.00  0.21  0.00 0.00  0.02   0.01 0.36  0.36   0.00 0.19  0.19
Crit Vol:     330                      36            546            0
Crit Moves:  ****                     ****          ****         ****
*******************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.621
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60               Level Of Service:                  B
*******************************************************************************
Street Name:          DOUGLAS STREET                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:        Split Phase      Split Phase      Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     140   21   353     50   29    13     19 1388   136   111  514    31
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:  140   21   353     50   29    13     19 1388   136   111  514    31
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:   140   21   353     50   29    13     19 1388   136   111  514    31
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:  140   21   353     50   29    13     19 1388   136   111  514    31
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10   1.00 1.00  1.00   1.10 1.00  1.00
Final Vol.:   140   21   388     55   29    14     19 1388   136   122  514    31
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375   1375 1375  1375   1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.68 0.32  1.00   1.00 2.73  0.27   2.00 2.83  0.17
Final Sat.:  1375 1375  2750  2308  442  1375   1375 3757   368   2750 3890   235
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.02  0.14  0.02 0.07  0.01   0.01 0.37  0.37   0.04 0.13  0.13
Crit Vol:               194          90            508            61
Crit Moves:             ****         ****          ****           ****
*******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.648
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41              Level Of Service:                  B
*******************************************************************************
Street Name:        Sepulveda Boulevard              H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Ignore           Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       0  0  4  0  1   2  0  3  0  0   0  0  0  0  0   3  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0 1294   602   522 2287     0     0    0     0   573    0    94
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   0 1294   602   522 2287     0     0    0     0   573    0    94
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0 1294     0   522 2287     0     0    0     0   573    0    94
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   0 1294     0   522 2287     0     0    0     0   573    0    94
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    0 1294     0   574 2287     0     0    0     0   630    0    94
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.22  0.00  0.19 0.51  0.00  0.00 0.00  0.00  0.14 0.00  0.06
Crit Vol:      0                   762                 0         210
Crit Moves:  ****                 ****                           ****
*******************************************************************************
```

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
*******************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.690
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       74              Level Of Service:                  B
*******************************************************************************
Street Name:          La CIENEGA BLVD.                   IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:    0    0     0    0    0     0    0    0     0    0    0     0
Lanes:       2  0  1  1  1   2  0  1  1  1   2  0  3  0  2   2  0  3  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     58  183   625   357  349   220   206 1165   133    38  333   152
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  58  183   625   357  349   220   206 1165   133    38  333   152
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   58  183   625   357  349   220   206 1165   133    38  333   152
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  58  183   625   357  349   220   206 1165   133    38  333   152
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:   64  183   688   393  349   242   227 1165   146    42  333   167
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.77  1.23  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2436  1689  2750 4125  2750  2750 4125  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.13  0.25  0.14 0.14  0.14  0.08 0.28  0.05  0.02 0.08  0.06
Crit Vol:                344   196               388          21
Crit Moves:             ****  ****              ****          ****
*******************************************************************************
```

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            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
*******************************************************************************
Cycle (sec):       100              Critical Vol./Cap. (X):        0.624
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      50              Level Of Service:                  B
*******************************************************************************
Street Name:           MAIN STREET                      IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:           Ignore           Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  1  0  0  1   0  0  1! 0  0   1  0  2  0  1   2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     207    0   405    4    1    1    0  959   355   528  672     2
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  207    0   405    4    1    1    0  959   355   528  672     2
User Adj:    1.00 1.00  0.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   207    0     0    4    1    1    0  959   355   528  672     2
Reduct Vol:     0    0     0    0    0    0    0    0     0     0    0     0
Reduced Vol:  207    0     0    4    1    1    0  959   355   528  672     2
PCE Adj:     1.00 1.00  0.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00 1.00 1.00  1.00 1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   228    0     0    4    1    1    0  959   355   581  672     2
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425 1425 1425  1425 1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00 0.66 0.17  0.17 1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425  950  238   238 1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00 0.00 0.00  0.00 0.00 0.34  0.25  0.20 0.24  0.00
Crit Vol:     114                     6               480         290
Crit Moves:  ****                  ****              ****        ****
*******************************************************************************

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            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*******************************************************************************
Cycle (sec):       100              Critical Vol./Cap. (X):        0.511
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      38              Level Of Service:                  A
*******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.                 IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Permitted
Rights:          Include          Include          Include            Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       0  0  0  1  0   2  0  0  0  1   2  0  2  0  0   1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    3     6  822    0   186  138  389     0     1  382   514
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    3     6  822    0   186  138  389     0     1  382   514
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    3     6  822    0   186  138  389     0     1  382   514
Reduct Vol:     0    0     0    0    0     0    0    0     0     0    0     0
Reduced Vol:    0    3     6  822    0   186  138  389     0     1  382   514
PCE Adj:     1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00 1.10 1.00  1.00 1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0    3     6  904    0   186  152  389     0     1  382   565
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425 1425 1425  1425 1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.33  0.67 2.00 0.00  1.00 2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:     0  475   950 2850    0  1425 2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.01 0.32 0.00  0.13 0.05 0.14  0.00  0.00 0.13  0.20
Crit Vol:          9          452               76                191
Crit Moves:       ****        ****             ****               ****
*******************************************************************************

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                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.253
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
********************************************************************************
Street Name:          SEPULVEDA BL.                  IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:     130 1628   912   619 2169    14   211  331   155   143  306   354
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  130 1628   912   619 2169    14   211  331   155   143  306   354
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   130 1628   912   619 2169    14   211  331   155   143  306   354
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  130 1628   912   619 2169    14   211  331   155   143  306   354
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   130 1628   912   681 2169    14   232  331   155   157  306   354
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.97  0.03  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5465    35  2750 4125  1375  2750 4125  1375
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.39  0.66  0.25 0.40  0.40  0.08 0.08  0.11  0.06 0.07  0.26
Crit Vol:                912   340             116                        354
Crit Moves:              ****  ****            ****                       ****
********************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET          IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase        Permitted        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     114    0   229    90  162   165     0  898    52    32  700     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  114    0   229    90  162   165     0  898    52    32  700     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   114    0   229    90  162   165     0  898    52    32  700     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  114    0   229    90  162   165     0  898    52    32  700     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   114    0   252    99  162   182     0  898    52    35  700     0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.35  1.65  0.00 2.84  0.16  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 1928  2347     0 4041   234  2850 4275     0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.09  0.07 0.08  0.08  0.00 0.22  0.22  0.01 0.16  0.00
Crit Vol:                126         120             317         18
Crit Moves:              ****        ****            ****        ****
********************************************************************************
```

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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.563
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                  A
********************************************************************************
Street Name:            / 105 RAMP                   IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     461    0   183     0    0     0     0 1432   441   126  565     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  461    0   183     0    0     0     0 1432   441   126  565     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   461    0   183     0    0     0     0 1432   441   126  565     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  461    0   183     0    0     0     0 1432   441   126  565     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   507    0   201     0    0     0     0 1432   485   139  565     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.99  1.01  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 4258  1442  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.00  0.07  0.00 0.00  0.00  0.00 0.34  0.34  0.05 0.20  0.00
Crit Vol:     254                  0             479           69
Crit Moves:  ****                               ****         ****
********************************************************************************
```



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                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.749
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       74               Level Of Service:                  C
********************************************************************************
Street Name:            405 NORTH RAMP               IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Permitted
Rights:            Include          Include         Ignore          Ignore
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     152    0   262     0    0     0     0 2414   256     0  396   215
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  152    0   262     0    0     0     0 2414   256     0  396   215
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   152    0   262     0    0     0     0 2414     0     0  396     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  152    0   262     0    0     0     0 2414     0     0  396     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   167    0   262     0    0     0     0 2414     0     0  396     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1425    0  1425     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.00  0.18  0.00 0.00  0.00  0.00 0.56  0.00  0.00 0.09  0.00
Crit Vol:             262           0             805           0
Crit Moves:          ****                        ****         ****
********************************************************************************
```

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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.540
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  LENNOX BLVD
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted       Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  500   325   286  651     4     0    0     0    64    0    71
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     0  500   325   286  651     4     0    0     0    64    0    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0  500   325   286  651     4     0    0     0    64    0    71
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     0  500   325   286  651     4     0    0     0    64    0    71
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:      0  500   325   286  651     4     0    0     0    70    0    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.21  0.79  1.00 2.98  0.02  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 1727  1123  1425 4249    26     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.20 0.15  0.15  0.00 0.00  0.00  0.02 0.00  0.05
Crit Vol:          412         286                      0                    71
Crit Moves:       ****        ****                                          ****
*******************************************************************************
```

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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.334
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
*******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted       Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       48  703     0     0  765    61   103    0   124     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    48  703     0     0  765    61   103    0   124     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     48  703     0     0  765    61   103    0   124     0    0     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    48  703     0     0  765    61   103    0   124     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:     48  703     0     0  765    61   113    0   124     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.78  0.22  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3959   316  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.25  0.00  0.00 0.19  0.19  0.04 0.00  0.09  0.00 0.00  0.00
Crit Vol:         352         0                      124                    0
Crit Moves:      ****        ****                   ****
*******************************************************************************
```

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********************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.741
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       72               Level Of Service:                    C
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 N/B RAPM
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  558    58   179  710     0     0    0     0   785    0   332
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  558    58   179  710     0     0    0     0   785    0   332
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  558    58   179  710     0     0    0     0   785    0   332
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  558    58   179  710     0     0    0     0   785    0   332
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  558    64   179  710     0     0    0     0   864    0   332
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.44 0.00  0.56
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2059    0   791
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.04  0.13 0.25  0.00  0.00 0.00  0.00  0.42 0.00  0.42
Crit Vol:          279         179                      0          598
Crit Moves:       ****        ****                               ****
********************************************************************************
```

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********************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.378
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                    A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include            Ovl
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  586    35   324  773     1     0    0     2     0    0   378
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  586    35   324  773     1     0    0     2     0    0   378
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  586    35   324  773     1     0    0     2     0    0   378
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  586    35   324  773     1     0    0     2     0    0   378
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  586    35   356  773     1     0    0     2     0    0   416
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.89  0.11  2.00 1.99  0.01  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2595   155  2750 2746     4     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.23  0.23  0.13 0.28  0.28  0.00 0.00  0.00  0.00 0.00  0.15
Crit Vol:          311         0                      2                    208
Crit Moves:       ****        ****                   ****                 ****
********************************************************************************
```

Traffix 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA

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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.325
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      24  557   27    60  810    3     0    0   10   208    0  208
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   24  557   27    60  810    3     0    0   10   208    0  208
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    24  557   27    60  810    3     0    0   10   208    0  208
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   24  557   27    60  810    3     0    0   10   208    0  208
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    24  557   27    60  810    3     0    0   10   229    0  208
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.99  0.01  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4259    16     0    0  1425  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.20  0.02  0.04 0.19  0.19  0.00 0.00  0.01  0.08 0.00  0.15
Crit Vol:          279          60                      10   114
Crit Moves:       ****         ****                    ****  ****
********************************************************************************
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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.799
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      114               Level Of Service:                  C
********************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    113 1149   204   106 1574   130   120  325   90   299  243   62
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 113 1149   204   106 1574   130   120  325   90   299  243   62
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  113 1149   204   106 1574   130   120  325   90   299  243   62
Reduct Vol:    0    0     0     0    0     0     0    0    0     0    0    0
Reduced Vol: 113 1149   204   106 1574   130   120  325   90   299  243   62
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:  113 1149   204   106 1574   130   120  325   90   299  243   62
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.59  0.41
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2191   559
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.28  0.15  0.08 0.38  0.09  0.09 0.12  0.07  0.22 0.11  0.11
Crit Vol:     113          525          163          299
Crit Moves:  ****         ****         ****         ****
********************************************************************************
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.930
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   E
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Protected         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         4  0  2  1  0      0  0  3  1  0      0  0  0  0  4      0  0  1! 0  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     1401 1810     0      0 1903    38      0    0  1654     0    0     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  1401 1810     0      0 1903    38      0    0  1654     0    0     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   1401 1810     0      0 1903    38      0    0  1654     0    0     0
Reduct Vol:      0    0     0      0    0     0      0    0     0     0    0     0
Reduced Vol:  1401 1810     0      0 1903    38      0    0  1654     0    0     0
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   1541 1810     0      0 1903    38      0    0  1819     0    0     0
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        4.00 3.00  0.00  0.00 3.92  0.08  0.00 0.00  4.00  0.00 1.00  0.00
Final Sat.:   5700 4275     0      0 5588   112      0    0  5700     0 1425     0
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.27 0.42  0.00  0.00 0.34  0.34  0.00 0.00  0.32  0.00 0.00  0.00
Crit Vol:      385                485                455      0
Crit Moves:  ****                ****                ****
******************************************************************************
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.859
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      161               Level Of Service:                   D
******************************************************************************
Street Name:         Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit       Prot+Permit       Protected       Prot+Permit
Rights:            Ovl               Ovl               Ovl               Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1      1  0  3  0  1      2  0  2  0  1      1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      154 1219   108    316 1629   251    201  717   119    100  476   186
Growth Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:   154 1219   108    316 1629   251    201  717   119    100  476   186
User Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:    154 1219   108    316 1629   251    201  717   119    100  476   186
Reduct Vol:      0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:   154 1219   108    316 1629   251    201  717   119    100  476   186
PCE Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.10 1.00  1.00   1.00 1.00  1.00
Final Vol.:    154 1219   108    316 1629   251    221  717   119    100  476   186
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.44  0.56
Final Sat.:   1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1977   773
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.11 0.30  0.08  0.23 0.39  0.18  0.08 0.26  0.09  0.07 0.24  0.24
Crit Vol:        406        316                359        100
Crit Moves:    ****       ****                ****       ****
******************************************************************************
```

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                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.317
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                    A
********************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0  523   287    69  580     0     0    0     0   173    0   100
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  523   287    69  580     0     0    0     0   173    0   100
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  523   287    69  580     0     0    0     0   173    0   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  523   287    69  580     0     0    0     0   173    0   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  523   287    69  580     0     0    0     0   190    0   100
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.20  0.05 0.20  0.00  0.00 0.00  0.00  0.07 0.00  0.07
Crit Vol:               287    69                     0          95
Crit Moves:             ****  ****                          ****
********************************************************************************
```



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                  Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.866
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      170               Level Of Service:                    D
********************************************************************************
Street Name:         Sepulveda Boulevard            Westchester Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     175 1455    68   196 1807    60    58  251    92   242  263   190
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  175 1455    68   196 1807    60    58  251    92   242  263   190
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   175 1455    68   196 1807    60    58  251    92   242  263   190
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  175 1455    68   196 1807    60    58  251    92   242  263   190
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   175 1455    68   196 1807    60    58  251    92   242  263   190
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.46  0.54  1.00 1.16  0.84
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2012   738  1375 1597  1153
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.35  0.05  0.14 0.44  0.04  0.04 0.12  0.12  0.18 0.16  0.16
Crit Vol:     175                602              172              242
Crit Moves:  ****               ****             ****             ****
********************************************************************************
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #136 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.501
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      59 1498    35   114 1269   299   173   35    49    21   43    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   59 1498    35   114 1269   299   173   35    49    21   43    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    59 1498    35   114 1269   299   173   35    49    21   43    32
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   59 1498    35   114 1269   299   173   35    49    21   43    32
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    59 1498    35   114 1269   299   190   35    49    21   43    32
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.33  0.02  0.08 0.28  0.20  0.06 0.02  0.03  0.01 0.03  0.02
Crit Vol:          499         114              95                43
Crit Moves:       ****        ****             ****              ****
******************************************************************************
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              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.516
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      79 1665    31    32 1307   170   104   54    77    26   44    28
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79 1665    31    32 1307   170   104   54    77    26   44    28
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    79 1665    31    32 1307   170   104   54    77    26   44    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79 1665    31    32 1307   170   104   54    77    26   44    28
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    79 1665    31    32 1307   170   104   54    77    26   44    28
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.95  0.05  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.61  0.39
Final Sat.:  1500 4418    82  1500 4500  1500  1500 1500  1500  1500  917   583
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.38  0.38  0.02 0.29  0.11  0.07 0.04  0.05  0.02 0.05  0.05
Crit Vol:          565         32              104                72
Crit Moves:       ****        ****             ****              ****
******************************************************************************
```

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Baseline 2015-PM Peak      Tue Apr 12, 2016 11:48:58                Page 31-1
-------------------------------------------------------------------------------
                                     LAMP
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.474
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
*******************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      48 1657    15    38 1346    48    43   39    25     8   27    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   48 1657    15    38 1346    48    43   39    25     8   27    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    48 1657    15    38 1346    48    43   39    25     8   27    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48 1657    15    38 1346    48    43   39    25     8   27    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    48 1657    15    38 1346    48    43   39    25     8   27    24
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 2.90  0.10  0.41 0.36  0.23  1.00 0.53  0.47
Final Sat.:  1500 4460    40  1500 4345   155   603  547   350  1500  794   706
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.37  0.37  0.03 0.31  0.31  0.07 0.07  0.07  0.01 0.03  0.03
Crit Vol:          557          38                107          8
Crit Moves:       ****         ****              ****        ****
*******************************************************************************
```



```
Baseline 2015-PM Peak      Tue Apr 12, 2016 11:48:58                Page 32-1
-------------------------------------------------------------------------------
                                     LAMP
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
                  Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.429
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
*******************************************************************************
Street Name:          La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:    109  521    11    42  709    48    81    3   244     6    1    10
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 109  521    11    42  709    48    81    3   244     6    1    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  109  521    11    42  709    48    81    3   244     6    1    10
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 109  521    11    42  709    48    81    3   244     6    1    10
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:  109  521    11    42  709    48    81    3   244     6    1    10
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.81  0.19  1.00 1.00  1.00  0.35 0.06  0.59
Final Sat.:  1425 2791    59  1425 4004   271  1425 1425  1425   503   84   838
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.19  0.19  0.03 0.18  0.18  0.06 0.00  0.17  0.01 0.01  0.01
Crit Vol:     109          252                244     6
Crit Moves:  ****         ****              ****  ****
*******************************************************************************
```

```
Future 2019 w/o Proj-AM Peak        Wed Aug 17, 2016 11:02:11                Page 1-1
------------------------------------------------------------------------------
                                     LAMP
------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2019 w/o Proj-AM Peak

Command:              Employee AM
Volume:               Employee AM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      AM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```



```
Future 2019 w/o Proj-AM Peak        Wed Aug 17, 2016 11:02:12                Page 2-1
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                                     LAMP
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                    Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.672
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       69               Level Of Service:                B
******************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     529  549    61    53  320   167   119  907   223    55 1158    83
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  529  549    61    53  320   167   119  907   223    55 1158    83
Added Vol:      8   10     0     7    5     0     3   78    19     0  125    10
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  537  559    61    60  325   167   122  985   242    55 1283    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   537  559    61    60  325   167   122  985   242    55 1283    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  537  559    61    60  325   167   122  985   242    55 1283    93
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   591  559    61    66  325   167   122  985   242    55 1283    93
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.80  0.20  2.00 2.00  1.00  1.00 3.21  0.79  1.00 3.73  0.27
Final Sat.:  2750 2479   271  2750 2750  1375  1375 4415  1085  1375 5128   372
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.23  0.23  0.02 0.12  0.12  0.09 0.22  0.22  0.04 0.25  0.25
Crit Vol:     295                  163         122                  344
Crit Moves:  ****                 ****        ****                 ****
******************************************************************************
```

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------------------------------------------------------------------------------
                                     LAMP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.768
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       98               Level Of Service:                    C
******************************************************************************
Street Name:           AVIATION BL.                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      273  521   102   211  274   195   123  225    60   228  977   711
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   273  521   102   211  274   195   123  225    60   228  977   711
Added Vol:      20    1     0    16    3     5     0    8     0     0  178    17
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   293  522   102   227  277   200   123  233    60   228 1155   728
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    293  522   102   227  277   200   123  233    60   228 1155   728
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   293  522   102   227  277   200   123  233    60   228 1155   728
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    322  522   102   250  277   220   135  233    60   251 1155   728
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 1.67  1.33  2.00 2.39  0.61  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2299  1826  2750 3280   845  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.19  0.07  0.09 0.12  0.12  0.05 0.07  0.07  0.09 0.28  0.53
Crit Vol:         261          0              68                          728
Crit Moves:      ****         ****           ****                        ****
******************************************************************************

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                                     LAMP
------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.596
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                    A
******************************************************************************
Street Name:           AVIATION BLVD.                111TH STREET
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       30 1362    22    29  635    55    39   30    28    25   51    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    30 1362    22    29  635    55    39   30    28    25   51    54
Added Vol:       0   17     0     0   24     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    30 1379    22    29  659    55    39   30    28    25   51    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     30 1379    22    29  659    55    39   30    28    25   51    54
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    30 1379    22    29  659    55    39   30    28    25   51    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     30 1379    22    29  659    55    39   30    28    25   51    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 1.85  0.15  1.00 0.52  0.48  1.00 1.00  1.00
Final Sat.:  1375 2707    43  1375 2538   212  1375  711   664  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.51  0.51  0.02 0.26  0.26  0.03 0.04  0.04  0.02 0.04  0.04
Crit Vol:         700          29              39                          51
Crit Moves:      ****         ****           ****                        ****
******************************************************************************

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Future 2019 w/o Proj-AM Peak        Wed Aug 17, 2016 11:02:12              Page 5-1
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                                     LAMP
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                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.858
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      160              Level Of Service:                  D
********************************************************************************
Street Name:          La CIENEGA BLVD.                 CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:             Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  2   1  0  2  0  2   1  0  3  0  1   1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     205  557   166   170  324   441    82  484   291   300 1615   817
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 205  557   166   170  324   441    82  484   291   300 1615   817
Added Vol:     7    0     0     0    4     0     2   42    41     0  128     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 212  557   166   170  328   441    84  526   332   300 1743   817
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  212  557   166   170  328   441    84  526   332   300 1743   817
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 212  557   166   170  328   441    84  526   332   300 1743   817
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:  212  557   183   170  328   485    84  526   332   300 1743   817
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.20  0.07  0.12 0.12  0.18  0.06 0.13  0.24  0.22 0.42  0.59
Crit Vol:          279           0             84                           817
Crit Moves:       ****        ****           ****                          ****
********************************************************************************
```



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Future 2019 w/o Proj-AM Peak        Wed Aug 17, 2016 11:02:12              Page 6-1
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                                     LAMP
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                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.940
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              Level Of Service:                  E
********************************************************************************
Street Name:           SEPULVEDA BLVD.                 CENTURY BLVD.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:           Ignore          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  4  0  1   0  0  4  0  1   0  0  0  0  0   1  1  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      0 4230     0     0 1548    32     0    0     0   373   64   316
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   0 4230     0     0 1548    32     0    0     0   373   64   316
Added Vol:     0  265     0     0    3     0     0    0     0    72   20   124
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   0 4495     0     0 1551    32     0    0     0   445   84   440
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    0 4495     0     0 1551    32     0    0     0   445   84   440
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   0 4495     0     0 1551    32     0    0     0   445   84   440
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:    0 4495     0     0 1551    32     0    0     0   489   84   484
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.71 0.29  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2561  439  3000
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.75  0.00  0.00 0.26  0.02  0.00 0.00  0.00  0.19 0.19  0.16
Crit Vol:         1124           0                        0    287
Crit Moves:       ****        ****                            ****
********************************************************************************
```

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                  Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.921
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  E
******************************************************************************
Street Name:         405 NORTH OFF RAMP                 CENTURY BLVD
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:          Permitted         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
-------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     1169    0   357     0    0    24     4  559   182     0 1994     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1169    0   357     0    0    24     4  559   182     0 1994     6
Added Vol:      9    0     0     0    0     0     0    5    38     0  118     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1178    0   357     0    0    24     4  564   220     0 2112     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1178    0   357     0    0    24     4  564   220     0 2112     6
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1178    0   357     0    0    24     4  564   220     0 2112     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1296    0   357     0    0    24     4  564   242     0 2112     6
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.80  1.20  0.00 2.99  0.01
Final Sat.:  3000    0  1500     0    0  1500  1500 4199  1801     0 4487    13
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.43 0.00  0.24  0.00 0.00  0.02  0.00 0.13  0.13  0.00 0.47  0.47
Crit Vol:     648                     24     4                     706
Crit Moves:  ****                    ****  ****                   ****
******************************************************************************
```

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                  Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.497
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                  A
******************************************************************************
Street Name:          DOUGLAS STREET                    IMPERIAL HWY.
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:        Split Phase       Split Phase       Protected         Protected
Rights:            Include           Include           Include           Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
-------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       70   13    76    38   41     9    31  399   182   351 1294    53
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    70   13    76    38   41     9    31  399   182   351 1294    53
Added Vol:       3    0     0     0    0     0     0    8     0     0  203     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    73   13    76    38   41     9    31  407   182   351 1497    53
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     73   13    76    38   41     9    31  407   182   351 1497    53
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    73   13    76    38   41     9    31  407   182   351 1497    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     73   13    84    42   41    10    31  407   182   386 1497    53
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.35 0.65  1.00  1.00 2.07  0.93  2.00 2.90  0.10
Final Sat.:  1375 1375  2750  1860  890  1375  1375 2850  1275  2750 3984   141
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.01  0.03  0.02 0.05  0.01  0.02 0.14  0.14  0.14 0.38  0.38
Crit Vol:      73                    63          31                  517
Crit Moves:  ****                  ****        ****                ****
******************************************************************************
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******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.769
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       62               Level Of Service:                    C
******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0 2873  1012   136  898     0     0    0     0   764    0   132
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2873  1012   136  898     0     0    0     0   764    0   132
Added Vol:      0   10     1     0   62     0     0    0     0   211    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2883  1013   136  960     0     0    0     0   975    0   132
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2883     0   136  960     0     0    0     0   975    0   132
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2883     0   136  960     0     0    0     0   975    0   132
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 2883     0   150  960     0     0    0     0  1073    0   132
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.48  0.00  0.05 0.21  0.00  0.00 0.00  0.00  0.24 0.00  0.09
Crit Vol:         721         75                     0          358
Crit Moves:      ****        ****                            ****
******************************************************************************
```



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                  Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.539
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                    A
******************************************************************************
Street Name:          La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      71  279   132    92  184   314   288  192   133    96  865   633
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   71  279   132    92  184   314   288  192   133    96  865   633
Added Vol:      1    0     0     0    0    19    15    8     0     0   45     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   72  279   132    92  184   333   303  200   133    96  910   640
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    72  279   132    92  184   333   303  200   133    96  910   640
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   72  279   132    92  184   333   303  200   133    96  910   640
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    79  279   145   101  184   366   333  200   146   106  910   704
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.97  1.03  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2713  1412  2750 1379  2746  2750 4125  2750  2750 4125  2750
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.10  0.10  0.04 0.13  0.13  0.12 0.05  0.05  0.04 0.22  0.26
Crit Vol:      40                 183         167                      352
Crit Moves:  ****               ****        ****                     ****
******************************************************************************
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******************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.171
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:            MAIN STREET                    IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Permitted       Protected
Rights:             Ignore           Include          Include         Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  1  0  0  1    0  0  0  0  1    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     461    1   550     0    0     4     0  825   205   498 1282     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  461    1   550     0    0     4     0  825   205   498 1282     1
Added Vol:      0    0     1     0    0     0     0  184     0     0  530     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  461    1   551     0    0     4     0 1009   205   498 1812     1
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   461    1     0     0    0     4     0 1009   205   498 1812     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  461    1     0     0    0     4     0 1009   205   498 1812     1
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   507    1     0     0    0     4     0 1009   205   548 1812     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  0.00 0.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2844    6  1425     0    0  1425  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.18  0.00  0.00 0.00  0.00  0.00 0.35  0.14  0.19 0.64  0.00
Crit Vol:     254                    4          505                906
Crit Moves:  ****                 ****       ****               ****
******************************************************************************
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******************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.553
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                  A
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Protected         Permitted
Rights:             Include          Include          Include           Ovl
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  0  1  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       0    1     3   717    0    83   189  311     1     8  368  1342
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    1     3   717    0    83   189  311     1     8  368  1342
Added Vol:      0    0     0   184    0     0     0    0     0     0    0   530
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    1     3   901    0    83   189  311     1     8  368  1872
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    1     3   901    0    83   189  311     1     8  368  1872
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    1     3   901    0    83   189  311     1     8  368  1872
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0    1     3   991    0    83   208  311     1     8  368  2059
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.25  0.75  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:     0  356  1069  2850    0  1425  2850 2841     9  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.35 0.00  0.06  0.07 0.11  0.11  0.01 0.13  0.72
Crit Vol:           4          496                104                184
Crit Moves:      ****       ****               ****               ****
******************************************************************************
```

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                        Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.091
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
********************************************************************************
Street Name:           SEPULVEDA BL.                     IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Protected         Protected         Protected
Rights:           Include           Include           Include           Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     101 1738   527   369 2113    10   237  209    63   202  227   421
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  101 1738   527   369 2113    10   237  209    63   202  227   421
Added Vol:     18   34     0     1    8     0     1    8     0     0   54   154
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  119 1772   527   370 2121    10   238  217    63   202  281   575
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   119 1772   527   370 2121    10   238  217    63   202  281   575
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  119 1772   527   370 2121    10   238  217    63   202  281   575
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   119 1772   527   407 2121    10   262  217    63   222  281   575
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.98  0.02  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5474    26  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.43  0.38  0.15 0.39  0.39  0.10 0.05  0.05  0.08 0.07  0.42
Crit Vol:          591         204               131                        575
Crit Moves:       ****        ****              ****                       ****
********************************************************************************
```

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                        Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.843
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      119               Level Of Service:                  D
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET               IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase       Split Phase       Permitted         Protected
Rights:           Include           Include           Include           Include
Min. Green:     0     0     0     0     0     0     0     0     0     0     0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:      53    0    50   392  951   526     0  599   103   238  951     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   53    0    50   392  951   526     0  599   103   238  951     0
Added Vol:      3    0     0     0    0     0     0    8     0     0  206     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   56    0    50   392  951   526     0  607   103   238 1157     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    56    0    50   392  951   526     0  607   103   238 1157     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   56    0    50   392  951   526     0  607   103   238 1157     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    56    0    55   431  951   579     0  607   103   262 1157     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.82  1.18  0.00 2.56  0.44  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 2589  1686     0 3655   620  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.00  0.02  0.30 0.37  0.34  0.00 0.17  0.17  0.09 0.27  0.00
Crit Vol:      56                    523              237               386
Crit Moves:  ****                   ****             ****              ****
********************************************************************************
```

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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.932
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  E
******************************************************************************
Street Name:            / 105 RAMP                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:    1013    0   337     0    0     0     0  274   331   103 1036     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1013    0   337     0    0     0     0  274   331   103 1036     0
Added Vol:    130    0     0     0    0     0     0   23     0     0   65     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1143    0   337     0    0     0     0  297   331   103 1101     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1143    0   337     0    0     0     0  297   331   103 1101     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1143    0   337     0    0     0     0  297   331   103 1101     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:  1257    0   371     0    0     0     0  297   364   113 1101     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.44 0.00  0.13  0.00 0.00  0.00  0.00 0.10  0.13  0.04 0.39  0.00
Crit Vol:     629                     0                  149              551
Crit Moves:  ****                                     ****             ****
******************************************************************************
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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.588
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                  A
******************************************************************************
Street Name:            405 NORTH RAMP              IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Permitted
Rights:            Include          Include          Ignore          Ignore
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     579    0    69     0    0     0     0  347    71     0 1403   524
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  579    0    69     0    0     0     0  347    71     0 1403   524
Added Vol:      0    0     0     0    0     0     0    8     0     0   52     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  579    0    69     0    0     0     0  355    71     0 1455   524
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   579    0    69     0    0     0     0  355     0     0 1455     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  579    0    69     0    0     0     0  355     0     0 1455     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   637    0    69     0    0     0     0  355     0     0 1455     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.80 0.00  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2571    0   279     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.00  0.25  0.00 0.00  0.00  0.00 0.08  0.00  0.00 0.34  0.00
Crit Vol:     353                     0                  0                485
Crit Moves:  ****                                     ****             ****
******************************************************************************
```

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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.605
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                    B
******************************************************************************
Street Name:         La CIENEGA BLVD.                  LENNOX BLVD
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include         Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0  980    92    61  394    26     0    0     0   156    0   261
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  980    92    61  394    26     0    0     0   156    0   261
Added Vol:      0    7     0     0    4     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  987    92    61  398    26     0    0     0   156    0   262
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  987    92    61  398    26     0    0     0   156    0   262
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  987    92    61  398    26     0    0     0   156    0   262
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  987    92    61  398    26     0    0     0   172    0   262
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  1.00 2.82  0.18  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2607   243  1425 4013   262     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.38  0.38  0.04 0.10  0.10  0.00 0.00  0.00  0.06 0.00  0.18
Crit Vol:         539         61                    0                     262
Crit Moves:      ****        ****                                       ****
******************************************************************************
```



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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.418
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                    A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permitted      Split Phase      Split Phase
Rights:            Include         Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     195 1084     0     0  420   102    41    0    50     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  195 1084     0     0  420   102    41    0    50     0    0     0
Added Vol:      0    7     0     0    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  195 1091     0     0  424   102    41    0    50     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   195 1091     0     0  424   102    41    0    50     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  195 1091     0     0  424   102    41    0    50     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   195 1091     0     0  424   102    45    0    50     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.42  0.58  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3446   829  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.38  0.00  0.00 0.12  0.12  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:         546         0                          50          0
Crit Moves:      ****        ****                       ****
******************************************************************************
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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.942
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   E
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 N/B RAPM
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1752   130   131  381     0     0    0     0   534    0    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1752   130   131  381     0     0    0     0   534    0    79
Added Vol:      0    2     0     0    4     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1754   130   131  385     0     0    0     0   534    0    80
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1754   130   131  385     0     0    0     0   534    0    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1754   130   131  385     0     0    0     0   534    0    80
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1754   143   131  385     0     0    0     0   587    0    80
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.76 0.00  0.24
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2508    0   342
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.62  0.10  0.09 0.14  0.00  0.00 0.00  0.00  0.23 0.00  0.23
Crit Vol:         877         131                      0                   334
Crit Moves:      ****        ****                                          ****
******************************************************************************
```



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******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.520
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                   A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  876    41   416  489    18     0    0     2     0    0   100
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  876    41   416  489    18     0    0     2     0    0   100
Added Vol:      0    7     0    41    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  883    41   457  493    18     0    0     2     0    0   100
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  883    41   457  493    18     0    0     2     0    0   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  883    41   457  493    18     0    0     2     0    0   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  883    41   503  493    18     0    0     2     0    0   110
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.91  0.09  2.00 1.93  0.07  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2628   122  2750 2653    97     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34  0.34  0.18 0.19  0.19  0.00 0.00  0.00  0.00 0.00  0.04
Crit Vol:         462         251                      2                     0
Crit Moves:      ****        ****                   ****                  ****
******************************************************************************
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******************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.570
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       43               Level Of Service:                    A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       31 1185   149    68  411     0     4    0    27   185    0    75
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    31 1185   149    68  411     0     4    0    27   185    0    75
Added Vol:      15    7     0     0    4     0     0    0    15     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    46 1192   149    68  415     0     4    0    42   185    0    75
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     46 1192   149    68  415     0     4    0    42   185    0    75
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    46 1192   149    68  415     0     4    0    42   185    0    75
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     46 1192   149    68  415     0     4    0    42   204    0    75
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.09 0.00  0.91  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0   124    0  1301  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.42  0.10  0.05 0.10  0.00  0.03 0.00  0.03  0.07 0.00  0.05
Crit Vol:         596          68                      46   102
Crit Moves:      ****         ****                  ****  ****
******************************************************************************
```

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******************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.744
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       89               Level Of Service:                    C
******************************************************************************
Street Name:        Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       43 1827    95    22 1240    41    69  142    73   311  172    30
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    43 1827    95    22 1240    41    69  142    73   311  172    30
Added Vol:       0   10     0     0  273     0     1    0     3     1    5     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    43 1837    95    22 1513    41    70  142    76   312  177    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     43 1837    95    22 1513    41    70  142    76   312  177    30
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    43 1837    95    22 1513    41    70  142    76   312  177    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     43 1837    95    22 1513    41    70  142    76   312  177    30
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.71  0.29
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2351   399
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.45  0.07  0.02 0.37  0.03  0.05 0.05  0.06  0.23 0.08  0.08
Crit Vol:         612          22                      76   312
Crit Moves:      ****         ****                  ****  ****
******************************************************************************
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******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.824
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      106               Level Of Service:                   D
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         4  0  2  1  0     0  0  3  1  0     0  0  0  0  4     0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     1929 2106     0     0 1352    25     0     0  1074     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1929 2106     0     0 1352    25     0     0  1074     0    0     0
Added Vol:     11  378     0     0    3     0     0     0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0     0     0     0    0     0
Initial Fut: 1940 2484     0     0 1355    25     0     0  1074     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1940 2484     0     0 1355    25     0     0  1074     0    0     0
Reduct Vol:     0    0     0     0    0     0     0     0     0     0    0     0
Reduced Vol: 1940 2484     0     0 1355    25     0     0  1074     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  2134 2484     0     0 1355    25     0     0  1181     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 3.00  0.00  0.00 3.93  0.07  0.00 0.00  4.00  0.00 1.00  0.00
Final Sat.:  5700 4275     0     0 5597   103     0     0  5700     0 1425     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.37 0.58  0.00  0.00 0.24  0.24  0.00 0.00  0.21  0.00 0.00  0.00
Crit Vol:     534                345                 295     0
Crit Moves:  ****                ****                ****
******************************************************************************
```



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******************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.906
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   E
******************************************************************************
Street Name:        Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit       Prot+Permit       Protected       Prot+Permit
Rights:            Ovl               Ovl               Ovl               Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1     1  0  3  0  1     2  0  2  0  1     1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       71 1772    55    96 1003    79   107  244    78    52  616   376
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    71 1772    55    96 1003    79   107  244    78    52  616   376
Added Vol:      0   11     0     0  273     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    71 1783    55    96 1276    79   107  244    78    52  616   376
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     71 1783    55    96 1276    79   107  244    78    52  616   376
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    71 1783    55    96 1276    79   107  244    78    52  616   376
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:     71 1783    55    96 1276    79   118  244    78    52  616   376
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.24  0.76
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1708  1042
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.43  0.04  0.07 0.31  0.06  0.04 0.09  0.06  0.04 0.36  0.36
Crit Vol:          594               96                59                496
Crit Moves:       ****              ****              ****              ****
******************************************************************************
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********************************************************************************
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.680
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58               Level Of Service:                    B
********************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Protected         Permitted        Permitted
Rights:             Include          Include           Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0 1074   404    64  457     0     0    0    0   265    0    55
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:     0 1074   404    64  457     0     0    0    0   265    0    55
Added Vol:       0    0   227     0    0     0     0    0    0   233    0     0
PasserByVol:     0    0     0     0    0     0     0    0    0     0    0     0
Initial Fut:     0 1074   631    64  457     0     0    0    0   498    0    55
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Volume:      0 1074   631    64  457     0     0    0    0   498    0    55
Reduct Vol:      0    0     0     0    0     0     0    0    0     0    0     0
Reduced Vol:     0 1074   631    64  457     0     0    0    0   498    0    55
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.10 1.00  1.00
Final Vol.:      0 1074   631    64  457     0     0    0    0   548    0    55
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00 0.00  2.00 0.00 1.00
Final Sat.:      0 2850  1425  1425 2850     0     0    0    0  2850    0 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.38  0.44  0.04 0.16  0.00  0.00 0.00 0.00  0.19 0.00  0.04
Crit Vol:             631    64                      0          274
Crit Moves:           ****  ****                              ****
********************************************************************************
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********************************************************************************
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.084
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    F
********************************************************************************
Street Name:        Sepulveda Boulevard           Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      169 2023    23   129 1540    62    14  141    70   173  529   315
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   169 2023    23   129 1540    62    14  141    70   173  529   315
Added Vol:     368   10     0     2    3   273     0    0     0     0    5     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   537 2033    23   131 1543   335    14  141    70   173  534   315
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    537 2033    23   131 1543   335    14  141    70   173  534   315
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   537 2033    23   131 1543   335    14  141    70   173  534   315
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    537 2033    23   131 1543   335    14  141    70   173  534   315
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375 1375  1375 1375 1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.34 0.66  1.00 1.26 0.74
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1838  912  1375 1730 1020
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.39 0.49  0.02  0.10 0.37  0.24  0.01 0.08  0.08  0.13 0.31  0.31
Crit Vol:     537                514          14                424
Crit Moves:  ****                ****         ****              ****
********************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #136 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.954
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   E
******************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      64 1952    10    35 1251   200   708   73    75    39  108   353
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   64 1952    10    35 1251   200   708   73    75    39  108   353
Added Vol:      0   11     0     0  273     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   64 1963    10    35 1524   200   708   73    75    39  108   353
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    64 1963    10    35 1524   200   708   73    75    39  108   353
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64 1963    10    35 1524   200   708   73    75    39  108   353
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    64 1963    10    35 1524   200   779   73    75    39  108   353
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.44  0.01  0.02 0.34  0.13  0.26 0.05  0.05  0.03 0.07  0.24
Crit Vol:         654          35           389                      353
Crit Moves:      ****         ****         ****                     ****
******************************************************************************

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.823
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       81               Level Of Service:                   D
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     134 2135    27    32 1168   181   162   89   141    43  198   118
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  134 2135    27    32 1168   181   162   89   141    43  198   118
Added Vol:      0   11     0     0  273     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  134 2146    27    32 1441   181   162   89   141    43  198   118
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   134 2146    27    32 1441   181   162   89   141    43  198   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  134 2146    27    32 1441   181   162   89   141    43  198   118
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   134 2146    27    32 1441   181   162   89   141    43  198   118
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.96  0.04  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.63  0.37
Final Sat.:  1500 4444    56  1500 4500  1500  1500 1500  1500  1500  940   560
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.48  0.48  0.02 0.32  0.12  0.11 0.06  0.09  0.03 0.21  0.21
Crit Vol:         724          32           162                      316
Crit Moves:      ****         ****         ****                     ****
******************************************************************************

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.691
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                   B
******************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      38 2008    17    27 1204    34    68   63    41    23  118   145
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   38 2008    17    27 1204    34    68   63    41    23  118   145
Added Vol:      0   11     0     0  273     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   38 2019    17    27 1477    34    68   63    41    23  118   145
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    38 2019    17    27 1477    34    68   63    41    23  118   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   38 2019    17    27 1477    34    68   63    41    23  118   145
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    38 2019    17    27 1477    34    68   63    41    23  118   145
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 2.93  0.07  0.39 0.37  0.24  1.00 0.45  0.55
Final Sat.:  1500 4462    38  1500 4399   101   593  549   358  1500  673   827
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.45  0.45  0.02 0.34  0.34  0.11 0.11  0.11  0.02 0.18  0.18
Crit Vol:         679          27           68                  263
Crit Moves:      ****         ****         ****                ****
******************************************************************************
```

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                                     LAMP
------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.431
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                   A
******************************************************************************
Street Name:          La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
-----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     362  921    11    12  437    80    18    0    74     5    0    13
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  362  921    11    12  437    80    18    0    74     5    0    13
Added Vol:      0    7     0     0    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  362  928    11    12  441    80    18    0    74     5    0    13
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   362  928    11    12  441    80    18    0    74     5    0    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  362  928    11    12  441    80    18    0    74     5    0    13
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   362  928    11    12  441    80    18    0    74     5    0    13
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.98  0.02  1.00 2.54  0.46  1.00 1.00  1.00  0.28 0.00  0.72
Final Sat.:  1425 2817    33  1425 3619   656  1425 1425  1425   396    0  1029
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.33  0.33  0.01 0.12  0.12  0.01 0.00  0.05  0.01 0.00  0.01
Crit Vol:     362                174                      74     5
Crit Moves:  ****                ****                   ****  ****
******************************************************************************
```

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--------------------------------------------------------------------------------
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--------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2019 w/o Proj-PM Peak

Command:              Employee PM
Volume:               Employee PM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      PM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```



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                                     LAMP
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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.925
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
********************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     455  528   123   105  491   141   142 1958   455   101 1208   146
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  455  528   123   105  491   141   142 1958   455   101 1208   146
Added Vol:      8    5     0    14   12     0     0  236     8     0    2     4
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  463  533   123   119  503   141   142 2194   463   101 1210   150
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   463  533   123   119  503   141   142 2194   463   101 1210   150
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  463  533   123   119  503   141   142 2194   463   101 1210   150
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   509  533   123   131  503   141   142 2194   463   101 1210   150
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.62  0.38  2.00 2.00  1.00  1.00 3.30  0.70  1.00 3.56  0.44
Final Sat.:  2750 2234   516  2750 2750  1375  1375 4542   958  1375 4893   607
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.24  0.24  0.05 0.18  0.10  0.10 0.48  0.48  0.07 0.25  0.25
Crit Vol:     255                252              664         101
Crit Moves:  ****               ****             ****        ****
********************************************************************************
```

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Future 2019 w/o Proj-PM Peak        Wed Aug 17, 2016 11:03:58                Page 3-1
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.756
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       93               Level Of Service:                   C
******************************************************************************
Street Name:           AVIATION BL.                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      136  363   235   370  578   123   225 1204   263   162  420   398
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   136  363   235   370  578   123   225 1204   263   162  420   398
Added Vol:       2    0     0    17    1     2     5  181    20     0   13     8
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   138  363   235   387  579   125   230 1385   283   162  433   406
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    138  363   235   387  579   125   230 1385   283   162  433   406
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   138  363   235   387  579   125   230 1385   283   162  433   406
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    152  363   235   426  579   138   253 1385   283   178  433   406
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.49  0.51  2.00 3.00  1.00
Final Sat.:   2750 2750  1375  2750 2750  1375  2750 3425   700  2750 4125  1375
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.06 0.13  0.17  0.15 0.21  0.10  0.09 0.40  0.40  0.06 0.10  0.30
Crit Vol:          182         213                556          89
Crit Moves:       ****        ****               ****        ****
******************************************************************************
```

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******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.541
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                   A
******************************************************************************
Street Name:           AVIATION BLVD.                  111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       13  977    32    36 1112    66    61   81    24    27   41    62
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    13  977    32    36 1112    66    61   81    24    27   41    62
Added Vol:       0   12     0     0   20     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    13  989    32    36 1132    66    61   81    24    27   41    62
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     13  989    32    36 1132    66    61   81    24    27   41    62
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    13  989    32    36 1132    66    61   81    24    27   41    62
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     13  989    32    36 1132    66    61   81    24    27   41    62
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 1.94  0.06  1.00 1.89  0.11  1.00 0.77  0.23  1.00 1.00  1.00
Final Sat.:   1375 2664    86  1375 2598   152  1375 1061   314  1375 1375  1375
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.37  0.37  0.03 0.44  0.44  0.04 0.08  0.08  0.02 0.03  0.05
Crit Vol:       13                599               105          27
Crit Moves:   ****              ****              ****        ****
******************************************************************************
```

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******************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.990
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   E
******************************************************************************
Street Name:         La CIENEGA BLVD.                 CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     123  286   547   585  715   339   109 1236   470    88  790   211
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123  286   547   585  715   339   109 1236   470    88  790   211
Added Vol:      0    0     0     0    1     0     0  122   128     0    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123  286   547   585  716   339   109 1358   598    88  796   211
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123  286   547   585  716   339   109 1358   598    88  796   211
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  286   547   585  716   339   109 1358   598    88  796   211
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   123  286   602   585  716   373   109 1358   598    88  796   211
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.16  0.84
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4348  1152
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.10  0.22  0.43 0.26  0.14  0.08 0.33  0.43  0.06 0.18  0.18
Crit Vol:             301   585                      598     0
Crit Moves:           ****  ****                     ****  ****
******************************************************************************
```

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******************************************************************************
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.778
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       65               Level Of Service:                   C
******************************************************************************
Street Name:          SEPULVEDA BLVD.                 CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3443     0     0 2700    50     0    0     0   467   88   229
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 3443     0     0 2700    50     0    0     0   467   88   229
Added Vol:      0    4     0     0  483     0     0    0     0     2    8     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3447     0     0 3183    50     0    0     0   469   96   229
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3447     0     0 3183    50     0    0     0   469   96   229
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3447     0     0 3183    50     0    0     0   469   96   229
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3447     0     0 3183    50     0    0     0   516   96   252
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.69 0.31  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2529  471  3000
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.57  0.00  0.00 0.53  0.03  0.00 0.00  0.00  0.20 0.20  0.08
Crit Vol:           862           0                      0         306
Crit Moves:         ****        ****                               ****
******************************************************************************
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******************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.682
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                    B
******************************************************************************
Street Name:         405 NORTH OFF RAMP                 CENTURY BLVD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:     649    0   338     0    0    39    24 1756   552     0  888    14
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  649    0   338     0    0    39    24 1756   552     0  888    14
Added Vol:      4    0     0     0    0     0     0  118     4     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  653    0   338     0    0    39    24 1874   556     0  890    14
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   653    0   338     0    0    39    24 1874   556     0  890    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  653    0   338     0    0    39    24 1874   556     0  890    14
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   718    0   338     0    0    39    24 1874   612     0  890    14
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 3.00  1.00  0.00 2.95  0.05
Final Sat.:  3000    0  1500     0    0  1500  1500 4500  1500     0 4430    70
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.00  0.23  0.00 0.00  0.03  0.02 0.42  0.41  0.00 0.20  0.20
Crit Vol:     359                      39          625           0
Crit Moves:  ****                     ****        ****        ****
******************************************************************************
```



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******************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.723
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       82               Level Of Service:                    C
******************************************************************************
Street Name:          DOUGLAS STREET                    IMPERIAL HWY.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     152   23   382    54   31    14    21 1502   147   120  556    34
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  152   23   382    54   31    14    21 1502   147   120  556    34
Added Vol:      0    0     0     0    0     0     0  206     3     0   16     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  152   23   382    54   31    14    21 1708   150   120  572    34
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   152   23   382    54   31    14    21 1708   150   120  572    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  152   23   382    54   31    14    21 1708   150   120  572    34
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   152   23   420    59   31    15    21 1708   150   132  572    34
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.68 0.32  1.00  1.00 2.76  0.24  2.00 2.83  0.17
Final Sat.:  1375 1375  2750  2316  434  1375  1375 3792   333  2750 3894   231
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.02  0.15  0.03 0.07  0.01  0.02 0.45  0.45  0.05 0.15  0.15
Crit Vol:                210          98           619          66
Crit Moves:             ****         ****         ****         ****
******************************************************************************
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******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.707
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                   C
******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0 1401   652   565 2476     0     0     0     0   620    0   102
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1401   652   565 2476     0     0     0     0   620    0   102
Added Vol:      0   62   218     0    5     0     0     0     0    17    0     0
PasserByVol:    0    0     0     0    0     0     0     0     0     0    0     0
Initial Fut:    0 1463   870   565 2481     0     0     0     0   637    0   102
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1463     0   565 2481     0     0     0     0   637    0   102
Reduct Vol:     0    0     0     0    0     0     0     0     0     0    0     0
Reduced Vol:    0 1463     0   565 2481     0     0     0     0   637    0   102
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1463     0   622 2481     0     0     0     0   701    0   102
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0     0     0  4500    0  1500
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.00  0.21 0.55  0.00  0.00 0.00  0.00  0.16 0.00  0.07
Crit Vol:       0              827                 0              234
Crit Moves:  ****                ****                           ****
******************************************************************************
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******************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.760
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       95               Level Of Service:                   C
******************************************************************************
Street Name:          La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      63  198   677   386  378   238   223 1261   144    41  360   165
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   63  198   677   386  378   238   223 1261   144    41  360   165
Added Vol:      0    0     0     0    0    16    15   52     1     0    4     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   63  198   677   386  378   254   238 1313   145    41  364   165
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    63  198   677   386  378   254   238 1313   145    41  364   165
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   63  198   677   386  378   254   238 1313   145    41  364   165
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    69  198   745   425  378   279   262 1313   160    45  364   182
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.72  1.28  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2372  1753  2750 4125  2750  2750 4125  2750
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.14  0.27  0.15 0.16  0.16  0.10 0.32  0.06  0.02 0.09  0.07
Crit Vol:               372   212                 438          23
Crit Moves:            ****  ****               ****         ****
******************************************************************************
```

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                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.854
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      128               Level Of Service:                   D
********************************************************************************
Street Name:            MAIN STREET                   IMPERIAL HWY
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase     Split Phase     Permitted       Protected
Rights:             Ignore          Include         Include         Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  1  0  0  1     0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     224    0   438     4    1     1     0 1038   384   572  727     2
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  224    0   438     4    1     1     0 1038   384   572  727     2
Added Vol:      0    0     0     0    0     0     0  509     1     0  244     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  224    0   438     4    1     1     0 1547   385   572  971     2
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   224    0     0     4    1     1     0 1547   385   572  971     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  224    0     0     4    1     1     0 1547   385   572  971     2
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   246    0     0     4    1     1     0 1547   385   629  971     2
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.66 0.17  0.17  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425   950  238   238  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.00  0.00 0.00  0.00  0.00 0.54  0.27  0.22 0.34  0.00
Crit Vol:     123                 6                 774             315
Crit Moves:  ****                ****              ****            ****
********************************************************************************
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********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.749
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       74               Level Of Service:                   C
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase     Split Phase     Protected       Permitted
Rights:             Include         Include         Include         Ovl
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  1  0     2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    3    6   890    0  201   149  421    0     1  413   556
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:    0    3    6   890    0  201   149  421    0     1  413   556
Added Vol:      0    0    0   509    0    0     0    0    0     0    0   244
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0     0
Initial Fut:    0    3    6  1399    0  201   149  421    0     1  413   800
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Volume:     0    3    6  1399    0  201   149  421    0     1  413   800
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0     0
Reduced Vol:    0    3    6  1399    0  201   149  421    0     1  413   800
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00 1.00  1.10 1.00 1.00  1.10 1.00 1.00  1.00 1.00  1.10
Final Vol.:     0    3    6  1539    0  201   164  421    0     1  413   880
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425  1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00
Lanes:       0.00 0.33 0.67  2.00 0.00 1.00  2.00 2.00 0.00  1.00 2.00  2.00
Final Sat.:     0  475  950  2850    0 1425  2850 2850    0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01 0.01  0.54 0.00 0.14  0.06 0.15 0.00  0.00 0.14  0.31
Crit Vol:           9              769              82                207
Crit Moves:       ****           ****             ****              ****
********************************************************************************
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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.424
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   F
******************************************************************************
Street Name:          SEPULVEDA BL.                   IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:     141 1762   987   670 2348    15   228  358   168   155  331   383
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  141 1762   987   670 2348    15   228  358   168   155  331   383
Added Vol:      4    0     0   161   50     0    11   51     0     1   16     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  145 1762   987   831 2398    15   239  409   168   156  347   383
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   145 1762   987   831 2398    15   239  409   168   156  347   383
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  145 1762   987   831 2398    15   239  409   168   156  347   383
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   145 1762   987   914 2398    15   263  409   168   172  347   383
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.98  0.02  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5466    34  2750 4125  1375  2750 4125  1375
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.43  0.72  0.33 0.44  0.44  0.10 0.10  0.12  0.06 0.08  0.28
Crit Vol:             987   457             131                       383
Crit Moves:           ****  ****            ****                      ****
******************************************************************************
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******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.490
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                   A
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET           IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     123    0   248    97  175   179     0  972    56    35  758     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123    0   248    97  175   179     0  972    56    35  758     0
Added Vol:      0    0     0     0    0     0     0  209     3     0   17     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123    0   248    97  175   179     0 1181    59    35  775     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123    0   248    97  175   179     0 1181    59    35  775     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123    0   248    97  175   179     0 1181    59    35  775     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   123    0   273   107  175   197     0 1181    59    39  775     0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.35  1.65  0.00 2.86  0.14  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 1926  2349     0 4072   203  2850 4275     0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.10  0.07 0.09  0.08  0.00 0.29  0.29  0.01 0.18  0.00
Crit Vol:             136         129             413          19
Crit Moves:           ****        ****            ****         ****
******************************************************************************
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*******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.646
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                  B
*******************************************************************************
Street Name:            / 105 RAMP                      IMPERIAL HWY.
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Protected
Rights:            Ovl              Ovl             Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     499    0  198     0    0    0     0 1550  477   136  612    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 499    0  198     0    0    0     0 1550  477   136  612    0
Added Vol:     0    0    0     0    0    0     0   68  130     0   20    0
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut: 499    0  198     0    0    0     0 1618  607   136  632    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   499    0  198     0    0    0     0 1618  607   136  632    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 499    0  198     0    0    0     0 1618  607   136  632    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.10  1.00 1.00 1.00  1.00 1.00 1.10  1.10 1.00 1.00
Final Vol.:  549    0  218     0    0    0     0 1618  668   150  632    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       2.00 0.00 2.00  0.00 0.00 0.00  0.00 2.83 1.17  2.00 2.00 0.00
Final Sat.:  2850    0 2850     0    0    0     0 4035 1665  2850 2850    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00 0.08  0.00 0.00 0.00  0.00 0.40 0.40  0.05 0.22 0.00
Crit Vol:     274                     0              571          75
Crit Moves:  ****                                   ****        ****
*******************************************************************************
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*******************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.823
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105               Level Of Service:                  D
*******************************************************************************
Street Name:          405 NORTH RAMP                     IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Permitted
Rights:          Include          Include           Ignore           Ignore
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     165    0  284     0    0    0     0 2613  277     0  429  233
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 165    0  284     0    0    0     0 2613  277     0  429  233
Added Vol:     0    0    0     0    0    0     0   52    0     0    4    0
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut: 165    0  284     0    0    0     0 2665  277     0  433  233
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Volume:   165    0  284     0    0    0     0 2665    0     0  433    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 165    0  284     0    0    0     0 2665    0     0  433    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00
MLF Adj:     1.10 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00
Final Vol.:  182    0  284     0    0    0     0 2665    0     0  433    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 0.00 1.00  0.00 0.00 0.00  0.00 3.00 1.00  0.00 3.00 1.00
Final Sat.:  1425    0 1425     0    0    0     0 4275 1425     0 4275 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.00 0.20  0.00 0.00 0.00  0.00 0.62 0.00  0.00 0.10 0.00
Crit Vol:               284          0              888           0
Crit Moves:            ****                        ****        ****
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******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.586
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                    A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 LENNOX BLVD
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted       Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  541   352   310  705     4     0    0     0    69    0    77
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  541   352   310  705     4     0    0     0    69    0    77
Added Vol:      0    0     0     1    7     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  541   352   311  712     4     0    0     0    69    0    77
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  541   352   311  712     4     0    0     0    69    0    77
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  541   352   311  712     4     0    0     0    69    0    77
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  541   352   311  712     4     0    0     0    76    0    77
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.21  0.79  1.00 2.98  0.02  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 1727  1123  1425 4251    24     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.31  0.31  0.22 0.17  0.17  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:         447         311                      0                    77
Crit Moves:      ****        ****                                          ****
******************************************************************************
```



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              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.361
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                    A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 / 111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted       Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      52  761     0     0  828    66   111    0   134     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   52  761     0     0  828    66   111    0   134     0    0     0
Added Vol:      0    0     0     0    7     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   52  761     0     0  835    66   111    0   134     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    52  761     0     0  835    66   111    0   134     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   52  761     0     0  835    66   111    0   134     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    52  761     0     0  835    66   122    0   134     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.78  0.22  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3962   313  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.27  0.00  0.00 0.21  0.21  0.04 0.00  0.09  0.00 0.00  0.00
Crit Vol:         380          0                      134          0
Crit Moves:      ****        ****                    ****
******************************************************************************
```

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                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.802
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       94               Level Of Service:                  D
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 N/B RAPM
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  604    63   194  769     0     0    0     0   850    0   359
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  604    63   194  769     0     0    0     0   850    0   359
Added Vol:      0    0     0     0    1     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  604    63   194  770     0     0    0     0   850    0   360
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  604    63   194  770     0     0    0     0   850    0   360
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  604    63   194  770     0     0    0     0   850    0   360
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  604    69   194  770     0     0    0     0   935    0   360
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.44 0.00  0.56
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2058    0   792
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.05  0.14 0.27  0.00  0.00 0.00  0.00  0.45 0.00  0.45
Crit Vol:         302         194                    0                     648
Crit Moves:      ****        ****                                        ****
******************************************************************************
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.435
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                  A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include            Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  634    38   351  837     1     0    0     2     0    0   409
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  634    38   351  837     1     0    0     2     0    0   409
Added Vol:      0    0     0   122    7     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  634    38   473  844     1     0    0     2     0    0   409
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  634    38   473  844     1     0    0     2     0    0   409
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  634    38   473  844     1     0    0     2     0    0   409
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  634    38   520  844     1     0    0     2     0    0   450
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.89  0.11  2.00 1.99  0.01  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2594   156  2750 2747     3     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.24  0.19 0.31  0.31  0.00 0.00  0.00  0.00 0.00  0.16
Crit Vol:         336         260                    2                       0
Crit Moves:      ****        ****                 ****                    ****
******************************************************************************
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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.366
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                    A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      26  603    29    65  877     3     0    0    11   225    0   225
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   26  603    29    65  877     3     0    0    11   225    0   225
Added Vol:     15    0     0     6    1     0     0    0    15     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   41  603    29    71  878     3     0    0    26   225    0   225
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    41  603    29    71  878     3     0    0    26   225    0   225
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   41  603    29    71  878     3     0    0    26   225    0   225
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    41  603    29    71  878     3     0    0    26   248    0   225
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.99  0.01  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4260    15     0    0  1425  2850    0  1425
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.21  0.02  0.05 0.21  0.21  0.00 0.00  0.02  0.09 0.00  0.16
Crit Vol:         302        71                      26   124
Crit Moves:      ****       ****                  ****  ****
******************************************************************************
```

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              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.885
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    D
******************************************************************************
Street Name:        Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     122 1244   221   115 1704   141   130  352    97   324  263    67
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  122 1244   221   115 1704   141   130  352    97   324  263    67
Added Vol:      0  242     0     0   22     0    37   10    98     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  122 1486   221   115 1726   141   167  362   195   324  263    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   122 1486   221   115 1726   141   167  362   195   324  263    67
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  122 1486   221   115 1726   141   167  362   195   324  263    67
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   122 1486   221   115 1726   141   167  362   195   324  263    67
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.59  0.41
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2192   558
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.36  0.16  0.08 0.42  0.10  0.12 0.13  0.14  0.24 0.12  0.12
Crit Vol:     122                 575                 195   324
Crit Moves:  ****                ****                ****  ****
******************************************************************************
```

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           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        1.092
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              Level Of Service:                  F
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Protected         Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       4  0  2  1  0   0  0  3  1  0   0  0  0  0  4   0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    1516 1959    0    0 2060   41    0    0 1790    0    0    0
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 1516 1959    0    0 2060   41    0    0 1790    0    0    0
Added Vol:      0    4    0    0  455    0    0    0   29    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut: 1516 1963    0    0 2515   41    0    0 1819    0    0    0
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  1516 1963    0    0 2515   41    0    0 1819    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol: 1516 1963    0    0 2515   41    0    0 1819    0    0    0
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00
Final Vol.:  1668 1963    0    0 2515   41    0    0 2001    0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       4.00 3.00 0.00 0.00 3.94 0.06 0.00 0.00 4.00 0.00 1.00 0.00
Final Sat.:  5700 4275    0    0 5609   91    0    0 5700    0 1425    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.29 0.46 0.00 0.00 0.45 0.45 0.00 0.00 0.35 0.00 0.00 0.00
Crit Vol:     417                 639                  500    0
Crit Moves:  ****                ****                 ****
********************************************************************************
```



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                          Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.997
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              Level Of Service:                  E
********************************************************************************
Street Name:       Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:      Prot+Permit      Prot+Permit       Protected       Prot+Permit
Rights:           Ovl              Ovl              Ovl              Ovl
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  3  0  1   1  0  3  0  1   2  0  2  0  1   1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     167 1319  117  342 1763  272  218  776  129  108  515  201
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:  167 1319  117  342 1763  272  218  776  129  108  515  201
Added Vol:      0  280    0    0   22    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:  167 1599  117  342 1785  272  218  776  129  108  515  201
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   167 1599  117  342 1785  272  218  776  129  108  515  201
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:  167 1599  117  342 1785  272  218  776  129  108  515  201
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.10 1.00 1.00 1.00 1.00 1.00
Final Vol.:   167 1599  117  342 1785  272  240  776  129  108  515  201
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       1.00 3.00 1.00 1.00 3.00 1.00 2.00 2.00 1.00 1.00 1.44 0.56
Final Sat.:  1375 4125 1375 1375 4125 1375 2750 2750 1375 1375 1978  772
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.39 0.09 0.25 0.43 0.20 0.09 0.28 0.09 0.08 0.26 0.26
Crit Vol:          533       342                 388       108
Crit Moves:       ****      ****                ****      ****
********************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.618
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                    B
********************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Protected         Permitted        Permitted
Rights:             Include          Include           Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  566   311    75  628     0     0    0     0   187    0   108
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     0  566   311    75  628     0     0    0     0   187    0   108
Added Vol:       0    0   254     0    0     0     0    0     0   250    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0  566   565    75  628     0     0    0     0   437    0   108
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0  566   565    75  628     0     0    0     0   437    0   108
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     0  566   565    75  628     0     0    0     0   437    0   108
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:      0  566   565    75  628     0     0    0     0   481    0   108
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:      0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.00 0.20  0.40  0.05 0.22  0.00  0.00 0.00  0.00  0.17 0.00  0.08
Crit Vol:              565    75                     0          240
Crit Moves:            ****  ****                          ****
********************************************************************************
```



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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.161
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    F
********************************************************************************
Street Name:        Sepulveda Boulevard           Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      189 1575    74   212 1956    65    63  272   100   262  285   206
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   189 1575    74   212 1956    65    63  272   100   262  285   206
Added Vol:       4    0     0     0   98    22   236    0   357     0    0     7
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   193 1575    74   212 2054    87   299  272   457   262  285   213
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    193 1575    74   212 2054    87   299  272   457   262  285   213
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   193 1575    74   212 2054    87   299  272   457   262  285   213
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    193 1575    74   212 2054    87   299  272   457   262  285   213
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  1.00 1.14  0.86
Final Sat.:   1375 4125  1375  1375 4125  1375  1375 1375  1375  1375 1574  1176
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.14 0.38  0.05  0.15 0.50  0.06  0.22 0.20  0.33  0.19 0.18  0.18
Crit Vol:      193                685                457   262
Crit Moves:   ****               ****               ****  ****
********************************************************************************
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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #136 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.604
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                    B
******************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      64 1621    38   123 1374   324   187   38    53    23   47    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   64 1621    38   123 1374   324   187   38    53    23   47    35
Added Vol:      0  280     0     0   22     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   64 1901    38   123 1396   324   187   38    53    23   47    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    64 1901    38   123 1396   324   187   38    53    23   47    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64 1901    38   123 1396   324   187   38    53    23   47    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    64 1901    38   123 1396   324   206   38    53    23   47    35
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.42  0.03  0.08 0.31  0.22  0.07 0.03  0.04  0.02 0.03  0.02
Crit Vol:         634          123          103                    47
Crit Moves:      ****         ****         ****                 ****
******************************************************************************
```

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              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.621
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                    B
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      86 1802    34    35 1415   184   113   58    83    28   48    30
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   86 1802    34    35 1415   184   113   58    83    28   48    30
Added Vol:      0  280     0     0   22     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   86 2082    34    35 1437   184   113   58    83    28   48    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    86 2082    34    35 1437   184   113   58    83    28   48    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   86 2082    34    35 1437   184   113   58    83    28   48    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    86 2082    34    35 1437   184   113   58    83    28   48    30
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.95  0.05  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.62  0.38
Final Sat.:  1500 4428    72  1500 4500  1500  1500 1500  1500  1500  923   577
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.47  0.47  0.02 0.32  0.12  0.08 0.04  0.06  0.02 0.05  0.05
Crit Vol:         705          35           113                    78
Crit Moves:      ****         ****         ****                 ****
******************************************************************************
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******************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.575
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                   A
******************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       52 1794    16    41 1457    52    47   42    27     9   29    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    52 1794    16    41 1457    52    47   42    27     9   29    26
Added Vol:       0  280     0     0   22     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    52 2074    16    41 1479    52    47   42    27     9   29    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     52 2074    16    41 1479    52    47   42    27     9   29    26
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    52 2074    16    41 1479    52    47   42    27     9   29    26
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     52 2074    16    41 1479    52    47   42    27     9   29    26
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.98  0.02  1.00 2.90  0.10  0.41 0.36  0.23  1.00 0.53  0.47
Final Sat.:  1500 4466    34  1500 4347   153   608  543   349  1500  791   709
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.46  0.46  0.03 0.34  0.34  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:         697        41                 116          9
Crit Moves:      ****       ****               ****       ****
******************************************************************************
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******************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.465
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                   A
******************************************************************************
Street Name:          La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      118  564    12    45  767    52    88    3   264     6    1    11
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   118  564    12    45  767    52    88    3   264     6    1    11
Added Vol:       0    0     0     0    7     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   118  564    12    45  774    52    88    3   264     6    1    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    118  564    12    45  774    52    88    3   264     6    1    11
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   118  564    12    45  774    52    88    3   264     6    1    11
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    118  564    12    45  774    52    88    3   264     6    1    11
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.81  0.19  1.00 1.00  1.00  0.33 0.06  0.61
Final Sat.:  1425 2791    59  1425 4006   269  1425 1425  1425   475   79   871
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.20  0.20  0.03 0.19  0.19  0.06 0.00  0.19  0.01 0.01  0.01
Crit Vol:     118                275                    264     6
Crit Moves:  ****               ****                   ****  ****
******************************************************************************
```

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------------------------------------------------------------------------------
                                    LAMP
------------------------------------------------------------------------------
                              Scenario Report
Scenario:             Future 2019 with Proj-AM Peak

Command:              Employee AM
Volume:               Employee AM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      AM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```



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                    Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.700
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       76               Level Of Service:                  C
******************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     529  549    61    53  320   167   119  907   223    55 1158    83
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  529  549    61    53  320   167   119  907   223    55 1158    83
Added Vol:     79   10     0     7    5     0     3   98    62     0  125    10
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  608  559    61    60  325   167   122 1005   285    55 1283    93
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   608  559    61    60  325   167   122 1005   285    55 1283    93
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  608  559    61    60  325   167   122 1005   285    55 1283    93
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   669  559    61    66  325   167   122 1005   285    55 1283    93
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.80  0.20  2.00 2.00  1.00  1.00 3.12  0.88  1.00 3.73  0.27
Final Sat.:  2750 2479   271  2750 2750  1375  1375 4285  1215  1375 5128   372
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.23  0.23  0.02 0.12  0.12  0.09 0.23  0.23  0.04 0.25  0.25
Crit Vol:     334                 163         122                 344
Crit Moves:  ****                ****        ****                ****
******************************************************************************
```

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                                     LAMP
------------------------------------------------------------------------------
                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.820
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      127               Level Of Service:                   D
******************************************************************************
Street Name:           AVIATION BL.                   IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      273  521   102   211  274   195   123  225    60   228  977   711
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   273  521   102   211  274   195   123  225    60   228  977   711
Added Vol:      20    1     0    58    3     5     0    8     0     0  178    88
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   293  522   102   269  277   200   123  233    60   228 1155   799
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    293  522   102   269  277   200   123  233    60   228 1155   799
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   293  522   102   269  277   200   123  233    60   228 1155   799
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    322  522   102   296  277   220   135  233    60   251 1155   799
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 1.67  1.33  2.00 2.39  0.61  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2299  1826  2750 3280   845  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.19  0.07  0.11 0.12  0.12  0.05 0.07  0.07  0.09 0.28  0.58
Crit Vol:         261          0              68                          799
Crit Moves:      ****        ****            ****                        ****
******************************************************************************
```

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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.622
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60               Level Of Service:                   B
******************************************************************************
Street Name:           AVIATION BLVD.                 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       30 1362    22    29  635    55    39   30    28    25   51    54
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    30 1362    22    29  635    55    39   30    28    25   51    54
Added Vol:       0   88     0     0   66     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    30 1450    22    29  701    55    39   30    28    25   51    54
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     30 1450    22    29  701    55    39   30    28    25   51    54
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    30 1450    22    29  701    55    39   30    28    25   51    54
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     30 1450    22    29  701    55    39   30    28    25   51    54
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 1.85  0.15  1.00 0.52  0.48  1.00 1.00  1.00
Final Sat.:  1375 2709    41  1375 2550   200  1375  711   664  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.54  0.54  0.02 0.27  0.27  0.03 0.04  0.04  0.02 0.04  0.04
Crit Vol:         736          29              39                          51
Crit Moves:      ****        ****            ****                        ****
******************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
************************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.858
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      160               Level Of Service:                  D
************************************************************************************
Street Name:         La CIENEGA BLVD.                 CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     205  557   166   170  324   441    82  484   291   300 1615   817
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  205  557   166   170  324   441    82  484   291   300 1615   817
Added Vol:      7    0     0     0    4     0     2   62    41     0  128     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  212  557   166   170  328   441    84  546   332   300 1743   817
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   212  557   166   170  328   441    84  546   332   300 1743   817
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  212  557   166   170  328   441    84  546   332   300 1743   817
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   212  557   183   170  328   485    84  546   332   300 1743   817
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4125  1375
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.20  0.07  0.12 0.12  0.18  0.06 0.13  0.24  0.22 0.42  0.59
Crit Vol:         279          0                84                      817
Crit Moves:      ****         ****             ****                     ****
************************************************************************************
```



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------------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
************************************************************************************
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
************************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.940
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  E
************************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 4230     0     0 1548    32     0    0     0   373   64   316
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 4230     0     0 1548    32     0    0     0   373   64   316
Added Vol:      0  265     0     0    3     0     0    0     0    72   20   124
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 4495     0     0 1551    32     0    0     0   445   84   440
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 4495     0     0 1551    32     0    0     0   445   84   440
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 4495     0     0 1551    32     0    0     0   445   84   440
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 4495     0     0 1551    32     0    0     0   489   84   484
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.71 0.29  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2561  439  3000
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.75  0.00  0.00 0.26  0.02  0.00 0.00  0.00  0.19 0.19  0.16
Crit Vol:         1124          0                0                287
Crit Moves:       ****         ****             ****              ****
************************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.921
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  E
********************************************************************************
Street Name:         405 NORTH OFF RAMP                 CENTURY BLVD
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:          Permitted         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         2  0  0  0  1     0  0  0  0  1     1  0  2  1  1     0  0  2  1  0
-------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     1169     0   357      0     0    24      4  559   182      0 1994     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1169     0   357      0     0    24      4  559   182      0 1994     6
Added Vol:      9     0     0      0     0     0      0    5    58      0  118     0
PasserByVol:    0     0     0      0     0     0      0    0     0      0    0     0
Initial Fut: 1178     0   357      0     0    24      4  564   240      0 2112     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1178     0   357      0     0    24      4  564   240      0 2112     6
Reduct Vol:     0     0     0      0     0     0      0    0     0      0    0     0
Reduced Vol: 1178     0   357      0     0    24      4  564   240      0 2112     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1296     0   357      0     0    24      4  564   264      0 2112     6
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.72  1.28  0.00 2.99  0.01
Final Sat.:  3000     0  1500     0     0  1500  1500 4087  1913     0 4487    13
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.43 0.00  0.24  0.00 0.00  0.02  0.00 0.14  0.14  0.00 0.47  0.47
Crit Vol:     648                     24     4                     706
Crit Moves:  ****                    ****  ****                   ****
********************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.497
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                  A
********************************************************************************
Street Name:           DOUGLAS STREET                    IMPERIAL HWY.
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:        Split Phase       Split Phase       Protected         Protected
Rights:            Include           Include           Include           Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         1  0  1  0  2     1  0  1! 0  1     1  0  2  1  0     2  0  2  1  0
-------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       70    13    76     38    41     9     31  399   182   351 1294    53
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    70    13    76     38    41     9     31  399   182   351 1294    53
Added Vol:       3     0     0      0     0     0      0    8     0     0  203     0
PasserByVol:     0     0     0      0     0     0      0    0     0     0    0     0
Initial Fut:    73    13    76     38    41     9     31  407   182   351 1497    53
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     73    13    76     38    41     9     31  407   182   351 1497    53
Reduct Vol:      0     0     0      0     0     0      0    0     0     0    0     0
Reduced Vol:    73    13    76     38    41     9     31  407   182   351 1497    53
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     73    13    84     42    41    10     31  407   182   386 1497    53
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.35 0.65  1.00  1.00 2.07  0.93  2.00 2.90  0.10
Final Sat.:  1375 1375  2750  1860  890  1375  1375 2850  1275  2750 3984   141
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.01  0.03  0.02 0.05  0.01  0.02 0.14  0.14  0.14 0.38  0.38
Crit Vol:      73                    63          31                  517
Crit Moves:  ****                  ****        ****                ****
********************************************************************************
```

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********************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.769
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       62               Level Of Service:                    C
********************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0 2873  1012   136  898     0     0    0     0   764    0   132
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2873  1012   136  898     0     0    0     0   764    0   132
Added Vol:      0   10     1     0   62     0     0    0     0   211    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2883  1013   136  960     0     0    0     0   975    0   132
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2883     0   136  960     0     0    0     0   975    0   132
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2883     0   136  960     0     0    0     0   975    0   132
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 2883     0   150  960     0     0    0     0  1073    0   132
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.48  0.00  0.05 0.21  0.00  0.00 0.00  0.00  0.24 0.00  0.09
Crit Vol:         721         75                     0          358
Crit Moves:      ****        ****                            ****
********************************************************************************
```



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********************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.547
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                    A
********************************************************************************
Street Name:          La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      71  279   132    92  184   314   288  192   133    96  865   633
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   71  279   132    92  184   314   288  192   133    96  865   633
Added Vol:      1    0     0     0    0    39    15    8    21     0   66     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   72  279   132    92  184   353   303  200   154    96  931   640
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    72  279   132    92  184   353   303  200   154    96  931   640
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   72  279   132    92  184   353   303  200   154    96  931   640
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    79  279   145   101  184   388   333  200   169   106  931   704
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.97  1.03  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2713  1412  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.10  0.10  0.04 0.13  0.14  0.12 0.05  0.06  0.04 0.23  0.26
Crit Vol:      40                       194   167                       352
Crit Moves:  ****                      ****  ****                      ****
********************************************************************************
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********************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        1.171
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180              Level Of Service:                 F
********************************************************************************
Street Name:           MAIN STREET                        IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Protected
Rights:           Ignore           Include          Include          Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:       1  1  0  0  1   0  0  0  0  1   1  0  2  0  1   2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     461    1   550     0    0     4     0  825   205   498 1282     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  461    1   550     0    0     4     0  825   205   498 1282     1
Added Vol:      0    0     1     0    0     0     0  184     0     0  530     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  461    1   551     0    0     4     0 1009   205   498 1812     1
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   461    1     0     0    0     4     0 1009   205   498 1812     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  461    1     0     0    0     4     0 1009   205   498 1812     1
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   507    1     0     0    0     4     0 1009   205   548 1812     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  0.00 0.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2844    6  1425     0    0  1425  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.18  0.00  0.00 0.00  0.00  0.00 0.35  0.14  0.19 0.64  0.00
Crit Vol:     254                           4        505                906
Crit Moves:  ****                        ****       ****               ****
********************************************************************************
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********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.553
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42              Level Of Service:                 A
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.                  IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Protected        Permitted
Rights:           Include          Include          Include            Ovl
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:       0  0  0  1  0   2  0  0  0  1   2  0  1  1  0   1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       0    1     3   717    0    83   189  311     1     8  368  1342
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    1     3   717    0    83   189  311     1     8  368  1342
Added Vol:      0    0     0   184    0     0     0    0     0     0    0   530
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    1     3   901    0    83   189  311     1     8  368  1872
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    1     3   901    0    83   189  311     1     8  368  1872
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    1     3   901    0    83   189  311     1     8  368  1872
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0    1     3   991    0    83   208  311     1     8  368  2059
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.25  0.75  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:     0  356  1069  2850    0  1425  2850 2841     9  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.35 0.00  0.06  0.07 0.11  0.11  0.01 0.13  0.72
Crit Vol:           4          496              104                 184
Crit Moves:      ****         ****             ****                ****
********************************************************************************
```

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********************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.091
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
********************************************************************************
Street Name:          SEPULVEDA BL.                   IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      101 1738   527   369 2113    10   237  209    63   202  227   421
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   101 1738   527   369 2113    10   237  209    63   202  227   421
Added Vol:      18   34     0     1    8     0     1    8     0     0   54   154
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   119 1772   527   370 2121    10   238  217    63   202  281   575
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    119 1772   527   370 2121    10   238  217    63   202  281   575
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   119 1772   527   370 2121    10   238  217    63   202  281   575
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    119 1772   527   407 2121    10   262  217    63   222  281   575
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 3.00  1.00  2.00 3.98  0.02  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:   1375 4125  1375  2750 5474    26  2750 4125  1375  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.09 0.43  0.38  0.15 0.39  0.39  0.10 0.05  0.05  0.08 0.07  0.42
Crit Vol:          591         204              131                          575
Crit Moves:       ****        ****             ****                         ****
********************************************************************************
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********************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.843
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      119               Level Of Service:                  D
********************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET           IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase      Permitted        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       53    0    50   392  951   526     0  599   103   238  951     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    53    0    50   392  951   526     0  599   103   238  951     0
Added Vol:       3    0     0     0    0     0     0    8     0     0  206     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    56    0    50   392  951   526     0  607   103   238 1157     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     56    0    50   392  951   526     0  607   103   238 1157     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    56    0    50   392  951   526     0  607   103   238 1157     0
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     56    0    55   431  951   579     0  607   103   262 1157     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 0.00  2.00  1.00 1.82  1.18  0.00 2.56  0.44  2.00 3.00  0.00
Final Sat.:   1425    0  2850  1425 2589  1686     0 3655   620  2850 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.04 0.00  0.02  0.30 0.37  0.34  0.00 0.17  0.17  0.09 0.27  0.00
Crit Vol:       56                523              237              386
Crit Moves:   ****              ****             ****             ****
********************************************************************************
```

Traffix 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA

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              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.965
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   E
******************************************************************************
Street Name:            / 105 RAMP                   IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:            Ovl              Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:    1013    0   337     0    0     0     0  274   331   103 1036     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1013    0   337     0    0     0     0  274   331   103 1036     0
Added Vol:    159    0     0     0    0     0     0   44    21     0  106     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1172    0   337     0    0     0     0  318   352   103 1142     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1172    0   337     0    0     0     0  318   352   103 1142     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1172    0   337     0    0     0     0  318   352   103 1142     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:  1289    0   371     0    0     0     0  318   387   113 1142     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.45 0.00  0.13  0.00 0.00  0.00  0.00 0.11  0.14  0.04 0.40  0.00
Crit Vol:     645                  0              159              571
Crit Moves:  ****                                ****             ****
******************************************************************************
```



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              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.593
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       46               Level Of Service:                   A
******************************************************************************
Street Name:            405 NORTH RAMP               IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:            Include          Include           Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     579    0    69     0    0     0     0  347    71     0 1403   524
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  579    0    69     0    0     0     0  347    71     0 1403   524
Added Vol:      0    0     0     0    0     0     0    8     0     0   73     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  579    0    69     0    0     0     0  355    71     0 1476   524
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   579    0    69     0    0     0     0  355     0     0 1476     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  579    0    69     0    0     0     0  355     0     0 1476     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   637    0    69     0    0     0     0  355     0     0 1476     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.80 0.00  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2571    0   279     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.00  0.25  0.00 0.00  0.00  0.00 0.08  0.00  0.00 0.35  0.00
Crit Vol:     353                  0              0                492
Crit Moves:  ****                                ****             ****
******************************************************************************
```

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                        Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.605
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                    B
********************************************************************************
Street Name:         La CIENEGA BLVD.                  LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include         Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0  980    92    61  394    26     0    0     0   156    0   261
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  980    92    61  394    26     0    0     0   156    0   261
Added Vol:      0    7     0     0    4     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  987    92    61  398    26     0    0     0   156    0   262
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  987    92    61  398    26     0    0     0   156    0   262
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  987    92    61  398    26     0    0     0   156    0   262
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  987    92    61  398    26     0    0     0   172    0   262
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  1.00 2.82  0.18  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2607   243  1425 4013   262     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.38  0.38  0.04 0.10  0.10  0.00 0.00  0.00  0.06 0.00  0.18
Crit Vol:         539         61                      0                     262
Crit Moves:      ****        ****                                          ****
********************************************************************************
```



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              Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.418
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       32               Level Of Service:                    A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permitted        Split Phase      Split Phase
Rights:            Include         Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     195 1084     0     0  420   102    41    0    50     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  195 1084     0     0  420   102    41    0    50     0    0     0
Added Vol:      0    7     0     0    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  195 1091     0     0  424   102    41    0    50     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   195 1091     0     0  424   102    41    0    50     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  195 1091     0     0  424   102    41    0    50     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   195 1091     0     0  424   102    45    0    50     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.42  0.58  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3446   829  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.38  0.00  0.00 0.12  0.12  0.02 0.00  0.04  0.00 0.00  0.00
Crit Vol:         546         0                      0           50          0
Crit Moves:      ****        ****                                ****
********************************************************************************
```

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********************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.942
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   E
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 N/B RAPM
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1752   130   131  381     0     0    0     0   534    0    79
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1752   130   131  381     0     0    0     0   534    0    79
Added Vol:      0    2     0     0    4     0     0    0     0     0    0     1
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1754   130   131  385     0     0    0     0   534    0    80
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1754   130   131  385     0     0    0     0   534    0    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1754   130   131  385     0     0    0     0   534    0    80
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1754   143   131  385     0     0    0     0   587    0    80
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.76 0.00  0.24
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2508    0   342
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.62  0.10  0.09 0.14  0.00  0.00 0.00  0.00  0.23 0.00  0.23
Crit Vol:         877         131                      0                   334
Crit Moves:      ****        ****                                          ****
********************************************************************************
```



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********************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.520
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                   A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  876    41   416  489    18     0    0     2     0    0   100
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  876    41   416  489    18     0    0     2     0    0   100
Added Vol:      0    7     0    41    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  883    41   457  493    18     0    0     2     0    0   100
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  883    41   457  493    18     0    0     2     0    0   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  883    41   457  493    18     0    0     2     0    0   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  883    41   503  493    18     0    0     2     0    0   110
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.91  0.09  2.00 1.93  0.07  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2628   122  2750 2653    97     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.34  0.34  0.18 0.19  0.19  0.00 0.00  0.00  0.00 0.00  0.04
Crit Vol:         462         251                      2                     0
Crit Moves:      ****        ****                   ****                  ****
********************************************************************************
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******************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.577
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       44               Level Of Service:                    A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       31 1185   149    68  411     0     4    0    27   185    0    75
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    31 1185   149    68  411     0     4    0    27   185    0    75
Added Vol:      15    7     0     0    4     0     0    0    15    20    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    46 1192   149    68  415     0     4    0    42   205    0    75
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     46 1192   149    68  415     0     4    0    42   205    0    75
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    46 1192   149    68  415     0     4    0    42   205    0    75
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     46 1192   149    68  415     0     4    0    42   226    0    75
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.09 0.00  0.91  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0   124    0  1301  2850    0  1425
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.42  0.10  0.05 0.10  0.00  0.03 0.00  0.03  0.08 0.00  0.05
Crit Vol:         596          68                      46   113
Crit Moves:      ****         ****                  ****  ****
******************************************************************************
```

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                       Level Of Service Computation Report
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******************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.744
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       89               Level Of Service:                    C
******************************************************************************
Street Name:        Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       43 1827    95    22 1240    41    69  142    73   311  172    30
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    43 1827    95    22 1240    41    69  142    73   311  172    30
Added Vol:       0   10     0     0  273     0     1    0     3     1    5     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    43 1837    95    22 1513    41    70  142    76   312  177    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     43 1837    95    22 1513    41    70  142    76   312  177    30
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    43 1837    95    22 1513    41    70  142    76   312  177    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     43 1837    95    22 1513    41    70  142    76   312  177    30
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.71  0.29
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2351   399
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.45  0.07  0.02 0.37  0.03  0.05 0.05  0.06  0.23 0.08  0.08
Crit Vol:         612          22                      76   312
Crit Moves:      ****         ****                  ****  ****
******************************************************************************
```

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********************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.824
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      106               Level Of Service:                    D
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Protected         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         4  0  2  1  0    0  0  3  1  0    0  0  0  0  4    0  0  1! 0  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     1929 2106     0     0 1352    25     0     0  1074     0    0     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  1929 2106     0     0 1352    25     0     0  1074     0    0     0
Added Vol:      11  378     0     0    3     0     0     0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0     0     0     0    0     0
Initial Fut:  1940 2484     0     0 1355    25     0     0  1074     0    0     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   1940 2484     0     0 1355    25     0     0  1074     0    0     0
Reduct Vol:      0    0     0     0    0     0     0     0     0     0    0     0
Reduced Vol:  1940 2484     0     0 1355    25     0     0  1074     0    0     0
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   2134 2484     0     0 1355    25     0     0  1181     0    0     0
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        4.00 3.00  0.00  0.00 3.93  0.07  0.00 0.00  4.00  0.00 1.00  0.00
Final Sat.:   5700 4275     0     0 5597   103     0     0  5700     0 1425     0
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.37 0.58  0.00  0.00 0.24  0.24  0.00 0.00  0.21  0.00 0.00  0.00
Crit Vol:      534                345                      295     0
Crit Moves:   ****                ****                     ****
********************************************************************************
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********************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.906
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    E
********************************************************************************
Street Name:         Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit       Prot+Permit       Protected       Prot+Permit
Rights:            Ovl               Ovl               Ovl               Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1    1  0  3  0  1    2  0  2  0  1    1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       71 1772    55    96 1003    79   107  244    78    52  616   376
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    71 1772    55    96 1003    79   107  244    78    52  616   376
Added Vol:      0   11     0     0  273     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    71 1783    55    96 1276    79   107  244    78    52  616   376
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     71 1783    55    96 1276    79   107  244    78    52  616   376
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    71 1783    55    96 1276    79   107  244    78    52  616   376
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:     71 1783    55    96 1276    79   118  244    78    52  616   376
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.24  0.76
Final Sat.:   1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1708  1042
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.05 0.43  0.04  0.07 0.31  0.06  0.04 0.09  0.06  0.04 0.36  0.36
Crit Vol:            594               96                59                496
Crit Moves:         ****              ****              ****              ****
********************************************************************************
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********************************************************************************
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.680
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       58               Level Of Service:                    B
********************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0 1074   404    64  457     0     0    0     0   265    0    55
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1074   404    64  457     0     0    0     0   265    0    55
Added Vol:      0    0   227     0    0     0     0    0     0   233    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1074   631    64  457     0     0    0     0   498    0    55
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1074   631    64  457     0     0    0     0   498    0    55
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1074   631    64  457     0     0    0     0   498    0    55
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1074   631    64  457     0     0    0     0   548    0    55
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.38  0.44  0.04 0.16  0.00  0.00 0.00  0.00  0.19 0.00  0.04
Crit Vol:             631    64                      0         274
Crit Moves:          ****  ****                    ****
********************************************************************************
```



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********************************************************************************
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.084
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    F
********************************************************************************
Street Name:        Sepulveda Boulevard           Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     169 2023    23   129 1540    62    14  141    70   173  529   315
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  169 2023    23   129 1540    62    14  141    70   173  529   315
Added Vol:    368   10     0     2    3   273     0    0     0     0    5     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  537 2033    23   131 1543   335    14  141    70   173  534   315
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   537 2033    23   131 1543   335    14  141    70   173  534   315
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  537 2033    23   131 1543   335    14  141    70   173  534   315
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   537 2033    23   131 1543   335    14  141    70   173  534   315
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.34  0.66  1.00 1.26  0.74
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1838   912  1375 1730  1020
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.39 0.49  0.02  0.10 0.37  0.24  0.01 0.08  0.08  0.13 0.31  0.31
Crit Vol:     537                514          14                424
Crit Moves:  ****                ****         ****              ****
********************************************************************************
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******************************************************************************
Intersection #136 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.954
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    E
******************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      64 1952    10    35 1251   200   708   73    75    39  108   353
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   64 1952    10    35 1251   200   708   73    75    39  108   353
Added Vol:      0   11     0     0  273     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   64 1963    10    35 1524   200   708   73    75    39  108   353
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    64 1963    10    35 1524   200   708   73    75    39  108   353
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64 1963    10    35 1524   200   708   73    75    39  108   353
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    64 1963    10    35 1524   200   779   73    75    39  108   353
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.44  0.01  0.02 0.34  0.13  0.26 0.05  0.05  0.03 0.07  0.24
Crit Vol:         654          35           389                      353
Crit Moves:      ****         ****         ****                     ****
******************************************************************************
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******************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.823
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       81               Level Of Service:                    D
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     134 2135    27    32 1168   181   162   89   141    43  198   118
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  134 2135    27    32 1168   181   162   89   141    43  198   118
Added Vol:      0   11     0     0  273     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  134 2146    27    32 1441   181   162   89   141    43  198   118
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   134 2146    27    32 1441   181   162   89   141    43  198   118
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  134 2146    27    32 1441   181   162   89   141    43  198   118
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   134 2146    27    32 1441   181   162   89   141    43  198   118
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.96  0.04  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.63  0.37
Final Sat.:  1500 4444    56  1500 4500  1500  1500 1500  1500  1500  940   560
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.48  0.48  0.02 0.32  0.12  0.11 0.06  0.09  0.03 0.21  0.21
Crit Vol:         724          32           162                      316
Crit Moves:      ****         ****         ****                     ****
******************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.691
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                    B
********************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      38 2008    17    27 1204    34    68   63    41    23  118   145
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   38 2008    17    27 1204    34    68   63    41    23  118   145
Added Vol:      0   11     0     0  273     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   38 2019    17    27 1477    34    68   63    41    23  118   145
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    38 2019    17    27 1477    34    68   63    41    23  118   145
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   38 2019    17    27 1477    34    68   63    41    23  118   145
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    38 2019    17    27 1477    34    68   63    41    23  118   145
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 2.93  0.07  0.39 0.37  0.24  1.00 0.45  0.55
Final Sat.:  1500 4462    38  1500 4399   101   593  549   358  1500  673   827
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.45  0.45  0.02 0.34  0.34  0.11 0.11  0.11  0.02 0.18  0.18
Crit Vol:         679          27             68                   263
Crit Moves:      ****         ****           ****                 ****
********************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.431
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                    A
********************************************************************************
Street Name:          La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
-----------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     362  921    11    12  437    80    18    0    74     5    0    13
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  362  921    11    12  437    80    18    0    74     5    0    13
Added Vol:      0    7     0     0    4     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  362  928    11    12  441    80    18    0    74     5    0    13
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   362  928    11    12  441    80    18    0    74     5    0    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  362  928    11    12  441    80    18    0    74     5    0    13
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   362  928    11    12  441    80    18    0    74     5    0    13
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.98  0.02  1.00 2.54  0.46  1.00 1.00  1.00  0.28 0.00  0.72
Final Sat.:  1425 2817    33  1425 3619   656  1425 1425  1425   396    0  1029
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.25 0.33  0.33  0.01 0.12  0.12  0.01 0.00  0.05  0.01 0.00  0.01
Crit Vol:     362                174                    74     5
Crit Moves:  ****                ****                 ****  ****
********************************************************************************
```

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                                Scenario Report
Scenario:             Future 2019 with Proj-PM Peak

Command:              Employee PM
Volume:               Employee PM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      PM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```



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Future 2019 with Proj-PM Peak        Wed Aug 17, 2016 11:11:00                Page 2-1
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                    Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.964
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:              E
********************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     455  528   123   105  491   141   142 1958   455   101 1208   146
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  455  528   123   105  491   141   142 1958   455   101 1208   146
Added Vol:     79    5     0    14   12     0     0  256    50     0    2     4
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  534  533   123   119  503   141   142 2214   505   101 1210   150
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   534  533   123   119  503   141   142 2214   505   101 1210   150
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  534  533   123   119  503   141   142 2214   505   101 1210   150
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   587  533   123   131  503   141   142 2214   505   101 1210   150
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.62  0.38  2.00 2.00  1.00  1.00 3.26  0.74  1.00 3.56  0.44
Final Sat.:  2750 2234   516  2750 2750  1375  1375 4478  1022  1375 4893   607
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.24  0.24  0.05 0.18  0.10  0.10 0.49  0.49  0.07 0.25  0.25
Crit Vol:     294                252              680              101
Crit Moves:  ****               ****             ****             ****
********************************************************************************
```

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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.773
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      100               Level Of Service:                  C
******************************************************************************
Street Name:           AVIATION BL.                   IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      136  363   235   370  578   123   225 1204   263   162  420   398
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   136  363   235   370  578   123   225 1204   263   162  420   398
Added Vol:       2    0     0    59    1     2     5  181    20     0   13    79
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   138  363   235   429  579   125   230 1385   283   162  433   477
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    138  363   235   429  579   125   230 1385   283   162  433   477
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   138  363   235   429  579   125   230 1385   283   162  433   477
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    152  363   235   472  579   138   253 1385   283   178  433   477
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        2.00 2.00  1.00  2.00 2.00  1.00  2.00 2.49  0.51  2.00 3.00  1.00
Final Sat.:   2750 2750  1375  2750 2750  1375  2750 3425   700  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.06 0.13  0.17  0.17 0.21  0.10  0.09 0.40  0.40  0.06 0.10  0.35
Crit Vol:          182         236                556         89
Crit Moves:       ****        ****               ****        ****
******************************************************************************
```

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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.556
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  A
******************************************************************************
Street Name:           AVIATION BLVD.                 111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       13  977    32    36 1112    66    61   81    24    27   41    62
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    13  977    32    36 1112    66    61   81    24    27   41    62
Added Vol:       0   83     0     0   62     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    13 1060    32    36 1174    66    61   81    24    27   41    62
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     13 1060    32    36 1174    66    61   81    24    27   41    62
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    13 1060    32    36 1174    66    61   81    24    27   41    62
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     13 1060    32    36 1174    66    61   81    24    27   41    62
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 1.94  0.06  1.00 1.89  0.11  1.00 0.77  0.23  1.00 1.00  1.00
Final Sat.:   1375 2669    81  1375 2604   146  1375 1061   314  1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.40  0.40  0.03 0.45  0.45  0.04 0.08  0.08  0.02 0.03  0.05
Crit Vol:       13                620               105         27
Crit Moves:   ****              ****              ****        ****
******************************************************************************
```

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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.990
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   E
******************************************************************************
Street Name:         La CIENEGA BLVD.                 CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     123  286   547   585  715   339   109 1236   470    88  790   211
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123  286   547   585  715   339   109 1236   470    88  790   211
Added Vol:      0    0     0     0    1     0     0  142   128     0    6     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123  286   547   585  716   339   109 1378   598    88  796   211
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123  286   547   585  716   339   109 1378   598    88  796   211
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123  286   547   585  716   339   109 1378   598    88  796   211
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   123  286   602   585  716   373   109 1378   598    88  796   211
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.16  0.84
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4348  1152
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.10  0.22  0.43 0.26  0.14  0.08 0.33  0.43  0.06 0.18  0.18
Crit Vol:             301   585                      598     0
Crit Moves:           ****  ****                     ****  ****
******************************************************************************
```

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              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.778
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       65               Level Of Service:                   C
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3443     0     0 2700    50     0    0     0   467   88   229
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 3443     0     0 2700    50     0    0     0   467   88   229
Added Vol:      0    4     0     0  483     0     0    0     0     2    8     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3447     0     0 3183    50     0    0     0   469   96   229
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3447     0     0 3183    50     0    0     0   469   96   229
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3447     0     0 3183    50     0    0     0   469   96   229
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3447     0     0 3183    50     0    0     0   516   96   252
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.69 0.31  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2529  471  3000
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.57  0.00  0.00 0.53  0.03  0.00 0.00  0.00  0.20 0.20  0.08
Crit Vol:           862           0                      0         306
Crit Moves:         ****          ****                             ****
******************************************************************************
```

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********************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.683
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                    B
********************************************************************************
Street Name:         405 NORTH OFF RAMP                 CENTURY BLVD
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:             Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        2  0  0  0  1    0  0  0  0  1    1  0  2  1  1    0  0  2  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:     649    0   338     0    0    39    24 1756   552     0  888    14
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  649    0   338     0    0    39    24 1756   552     0  888    14
Added Vol:      4    0     0     0    0     0     0  118    23     0    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  653    0   338     0    0    39    24 1874   575     0  890    14
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   653    0   338     0    0    39    24 1874   575     0  890    14
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  653    0   338     0    0    39    24 1874   575     0  890    14
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   718    0   338     0    0    39    24 1874   633     0  890    14
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.99  1.01  0.00 2.95  0.05
Final Sat.:  3000    0  1500     0    0  1500  1500 4486  1514     0 4430    70
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.24 0.00  0.23  0.00 0.00  0.03  0.02 0.42  0.42  0.00 0.20  0.20
Crit Vol:     359                      359         627           0
Crit Moves:  ****                     ****        ****        ****
********************************************************************************
```

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********************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.723
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       82               Level Of Service:                    C
********************************************************************************
Street Name:          DOUGLAS STREET                    IMPERIAL HWY.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:        Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  1  0  2    1  0  1! 0  1    1  0  2  1  0    2  0  2  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     152   23   382    54   31    14    21 1502   147   120  556    34
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  152   23   382    54   31    14    21 1502   147   120  556    34
Added Vol:      0    0     0     0    0     0     0  206     3     0   16     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  152   23   382    54   31    14    21 1708   150   120  572    34
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   152   23   382    54   31    14    21 1708   150   120  572    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  152   23   382    54   31    14    21 1708   150   120  572    34
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   152   23   420    59   31    15    21 1708   150   132  572    34
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.68 0.32  1.00  1.00 2.76  0.24  2.00 2.83  0.17
Final Sat.:  1375 1375  2750  2316  434  1375  1375 3792   333  2750 3894   231
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.02  0.15  0.03 0.07  0.01  0.02 0.45  0.45  0.05 0.15  0.15
Crit Vol:                210         98              619         66
Crit Moves:             ****        ****            ****        ****
********************************************************************************
```

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************************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
************************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.707
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                   C
************************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0 1401   652   565 2476     0     0     0     0   620    0   102
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1401   652   565 2476     0     0     0     0   620    0   102
Added Vol:      0   62   218     0    5     0     0     0     0    17    0     0
PasserByVol:    0    0     0     0    0     0     0     0     0     0    0     0
Initial Fut:    0 1463   870   565 2481     0     0     0     0   637    0   102
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1463     0   565 2481     0     0     0     0   637    0   102
Reduct Vol:     0    0     0     0    0     0     0     0     0     0    0     0
Reduced Vol:    0 1463     0   565 2481     0     0     0     0   637    0   102
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1463     0   622 2481     0     0     0     0   701    0   102
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0     0     0  4500    0  1500
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.00  0.21 0.55  0.00  0.00 0.00  0.00  0.16 0.00  0.07
Crit Vol:       0              827                 0              234
Crit Moves:  ****                ****                           ****
************************************************************************************
```



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************************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
************************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.760
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       95               Level Of Service:                   C
************************************************************************************
Street Name:          La CIENEGA BLVD.                  IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      63  198   677   386  378   238   223 1261   144    41  360   165
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   63  198   677   386  378   238   223 1261   144    41  360   165
Added Vol:      0    0     0     0    0    36    15   52    22     0   25     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   63  198   677   386  378   274   238 1313   166    41  385   165
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    63  198   677   386  378   274   238 1313   166    41  385   165
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   63  198   677   386  378   274   238 1313   166    41  385   165
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    69  198   745   425  378   301   262 1313   183    45  385   182
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.67  1.33  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2295  1830  2750 4125  2750  2750 4125  2750
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.14  0.27  0.15 0.16  0.16  0.10 0.32  0.07  0.02 0.09  0.07
Crit Vol:               372   212                 438          23
Crit Moves:            ****  ****               ****         ****
************************************************************************************
```

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******************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.854
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      128               Level Of Service:                   D
******************************************************************************
Street Name:            MAIN STREET                    IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     224    0   438     4    1     1     0 1038   384   572  727     2
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  224    0   438     4    1     1     0 1038   384   572  727     2
Added Vol:      0    0     0     0    0     0     0  509     1     0  244     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  224    0   438     4    1     1     0 1547   385   572  971     2
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   224    0     0     4    1     1     0 1547   385   572  971     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  224    0     0     4    1     1     0 1547   385   572  971     2
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   246    0     0     4    1     1     0 1547   385   629  971     2
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.66 0.17  0.17  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425   950  238   238  1425 2850  1425  2850 2850  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.00  0.00 0.00  0.00  0.00 0.54  0.27  0.22 0.34  0.00
Crit Vol:     123                  6              774              315
Crit Moves:  ****                 ****            ****            ****
******************************************************************************
```



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******************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.749
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       74               Level Of Service:                   C
******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Protected         Permitted
Rights:            Include          Include          Include           Ovl
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  1  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0    3    6   890    0   201   149  421    0     1  413   556
Growth Adj:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Initial Bse:    0    3    6   890    0   201   149  421    0     1  413   556
Added Vol:      0    0    0   509    0     0     0    0    0     0    0   244
PasserByVol:    0    0    0     0    0     0     0    0    0     0    0     0
Initial Fut:    0    3    6  1399    0   201   149  421    0     1  413   800
User Adj:    1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
PHF Volume:     0    3    6  1399    0   201   149  421    0     1  413   800
Reduct Vol:     0    0    0     0    0     0     0    0    0     0    0     0
Reduced Vol:    0    3    6  1399    0   201   149  421    0     1  413   800
PCE Adj:     1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00 1.00  1.10 1.00  1.00  1.10 1.00 1.00  1.00 1.00  1.10
Final Vol.:     0    3    6  1539    0   201   164  421    0     1  413   880
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425  1425  1425 1425 1425  1425 1425  1425
Adjustment:  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00 1.00  1.00 1.00  1.00
Lanes:       0.00 0.33 0.67  2.00 0.00  1.00  2.00 2.00 0.00  1.00 2.00  2.00
Final Sat.:     0  475  950  2850    0  1425  2850 2850    0  1425 2850  2850
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01 0.01  0.54 0.00  0.14  0.06 0.15 0.00  0.00 0.14  0.31
Crit Vol:           9            769              82                207
Crit Moves:       ****           ****            ****            ****
******************************************************************************
```

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            Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.424
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   F
******************************************************************************
Street Name:          SEPULVEDA BL.                   IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:     141 1762   987   670 2348    15   228  358   168   155  331   383
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  141 1762   987   670 2348    15   228  358   168   155  331   383
Added Vol:      4    0     0   161   50     0    11   51     0     1   16     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  145 1762   987   831 2398    15   239  409   168   156  347   383
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   145 1762   987   831 2398    15   239  409   168   156  347   383
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  145 1762   987   831 2398    15   239  409   168   156  347   383
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   145 1762   987   914 2398    15   263  409   168   172  347   383
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.98  0.02  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5466    34  2750 4125  1375  2750 4125  1375
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.43  0.72  0.33 0.44  0.44  0.10 0.10  0.12  0.06 0.08  0.28
Crit Vol:             987   457             131                       383
Crit Moves:           ****  ****            ****                      ****
******************************************************************************
```

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******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.490
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                   A
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET           IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Permitted        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     123    0   248    97  175   179     0  972    56    35  758     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  123    0   248    97  175   179     0  972    56    35  758     0
Added Vol:      0    0     0     0    0     0     0  209     3     0   17     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  123    0   248    97  175   179     0 1181    59    35  775     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   123    0   248    97  175   179     0 1181    59    35  775     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  123    0   248    97  175   179     0 1181    59    35  775     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   123    0   273   107  175   197     0 1181    59    39  775     0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.35  1.65  0.00 2.86  0.14  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 1926  2349     0 4072   203  2850 4275     0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.00  0.10  0.07 0.09  0.08  0.00 0.29  0.29  0.01 0.18  0.00
Crit Vol:               136         129             413          19
Crit Moves:             ****        ****            ****         ****
******************************************************************************
```

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********************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.665
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       56               Level Of Service:                  B
********************************************************************************
Street Name:             / 105 RAMP                       IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Permitted        Protected
Rights:             Ovl              Ovl            Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2   0  0  0  0  0   0  0  2  1  1   2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     499    0   198     0    0     0     0 1550   477   136  612     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  499    0   198     0    0     0     0 1550   477   136  612     0
Added Vol:     30    0     0     0    0     0     0   89   151     0   61     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  529    0   198     0    0     0     0 1639   628   136  673     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   529    0   198     0    0     0     0 1639   628   136  673     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  529    0   198     0    0     0     0 1639   628   136  673     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:   582    0   218     0    0     0     0 1639   691   150  673     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.81  1.19  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 4010  1690  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.00  0.08  0.00 0.00  0.00  0.00 0.41  0.41  0.05 0.24  0.00
Crit Vol:     291                     0              582         75
Crit Moves:  ****                                   ****        ****
********************************************************************************
```

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           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.823
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105               Level Of Service:                  D
********************************************************************************
Street Name:            405 NORTH RAMP                    IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase      Split Phase       Permitted        Permitted
Rights:           Include          Include          Ignore           Ignore
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  1! 0  0   0  0  0  0  0   0  0  2  1  1   0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     165    0   284     0    0     0     0 2613   277     0  429   233
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  165    0   284     0    0     0     0 2613   277     0  429   233
Added Vol:      0    0     0     0    0     0     0   52     0     0   25     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  165    0   284     0    0     0     0 2665   277     0  454   233
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   165    0   284     0    0     0     0 2665     0     0  454     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  165    0   284     0    0     0     0 2665     0     0  454     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   182    0   284     0    0     0     0 2665     0     0  454     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  1.00  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  1425    0  1425     0    0     0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.00  0.20  0.00 0.00  0.00  0.00 0.62  0.00  0.00 0.11  0.00
Crit Vol:                284           0              888            0
Crit Moves:             ****                         ****         ****
********************************************************************************
```

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******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.586
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                   A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 LENNOX BLVD
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include         Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  541   352   310  705     4     0    0     0    69    0   77
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Initial Bse:    0  541   352   310  705     4     0    0     0    69    0   77
Added Vol:      0    0     0     1    7     0     0    0     0     0    0    0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0    0
Initial Fut:    0  541   352   311  712     4     0    0     0    69    0   77
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
PHF Volume:     0  541   352   311  712     4     0    0     0    69    0   77
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0    0
Reduced Vol:    0  541   352   311  712     4     0    0     0    69    0   77
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00 1.00
Final Vol.:     0  541   352   311  712     4     0    0     0    76    0   77
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425 1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00 1.00
Lanes:       0.00 1.21  0.79  1.00 2.98  0.02  0.00 0.00  0.00  2.00 0.00 1.00
Final Sat.:     0 1727  1123  1425 4251    24     0    0     0  2850    0 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.31  0.31  0.22 0.17  0.17  0.00 0.00  0.00  0.03 0.00  0.05
Crit Vol:         447         311                      0                    77
Crit Moves:      ****        ****                                          ****
******************************************************************************
```



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******************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.361
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                   A
******************************************************************************
Street Name:         La CIENEGA BLVD.                 / 111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permitted      Split Phase      Split Phase
Rights:            Include         Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      52  761     0     0  828    66   111    0   134     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   52  761     0     0  828    66   111    0   134     0    0     0
Added Vol:      0    0     0     0    7     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   52  761     0     0  835    66   111    0   134     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    52  761     0     0  835    66   111    0   134     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   52  761     0     0  835    66   111    0   134     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    52  761     0     0  835    66   122    0   134     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.78  0.22  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3962   313  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.27  0.00  0.00 0.21  0.21  0.04 0.00  0.09  0.00 0.00  0.00
Crit Vol:         380          0                      134          0
Crit Moves:      ****        ****                    ****
******************************************************************************
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******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.802
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       94               Level Of Service:                   D
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 N/B RAPM
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted         Permitted       Split Phase       Split Phase
Rights:             Ovl               Include           Include           Include
Min. Green:     0    0     0      0    0     0      0    0     0      0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  604    63   194  769     0      0    0     0    850    0   359
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  604    63   194  769     0      0    0     0    850    0   359
Added Vol:      0    0     0     0    1     0      0    0     0      0    0     1
PasserByVol:    0    0     0     0    0     0      0    0     0      0    0     0
Initial Fut:    0  604    63   194  770     0      0    0     0    850    0   360
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  604    63   194  770     0      0    0     0    850    0   360
Reduct Vol:     0    0     0     0    0     0      0    0     0      0    0     0
Reduced Vol:    0  604    63   194  770     0      0    0     0    850    0   360
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00   1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  604    69   194  770     0      0    0     0    935    0   360
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425   1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00   0.00 0.00  0.00  1.44 0.00  0.56
Final Sat.:     0 2850  1425  1425 2850     0      0    0     0  2058    0   792
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.21  0.05  0.14 0.27  0.00   0.00 0.00  0.00  0.45 0.00  0.45
Crit Vol:         302         194                    0                     648
Crit Moves:      ****        ****                                         ****
******************************************************************************
```

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******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.435
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                   A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected         Protected       Split Phase       Split Phase
Rights:           Include           Include           Include               Ovl
Min. Green:     0    0     0      0    0     0      0    0     0      0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  634    38   351  837     1      0    0     2      0    0   409
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  634    38   351  837     1      0    0     2      0    0   409
Added Vol:      0    0     0   122    7     0      0    0     0      0    0     0
PasserByVol:    0    0     0     0    0     0      0    0     0      0    0     0
Initial Fut:    0  634    38   473  844     1      0    0     2      0    0   409
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  634    38   473  844     1      0    0     2      0    0   409
Reduct Vol:     0    0     0     0    0     0      0    0     0      0    0     0
Reduced Vol:    0  634    38   473  844     1      0    0     2      0    0   409
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  634    38   520  844     1      0    0     2      0    0   450
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375   1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00   1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.89  0.11  2.00 1.99  0.01   0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2594   156  2750 2747     3      0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.24  0.24  0.19 0.31  0.31   0.00 0.00  0.00  0.00 0.00  0.16
Crit Vol:         336         260                                2          0
Crit Moves:      ****        ****                               ****       ****
******************************************************************************
```

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******************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.374
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                    A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       26  603    29    65  877     3     0    0    11   225    0   225
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    26  603    29    65  877     3     0    0    11   225    0   225
Added Vol:      15    0     0     6    1     0     0    0    15    20    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    41  603    29    71  878     3     0    0    26   245    0   225
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     41  603    29    71  878     3     0    0    26   245    0   225
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    41  603    29    71  878     3     0    0    26   245    0   225
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     41  603    29    71  878     3     0    0    26   270    0   225
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.99  0.01  0.00 0.00  1.00  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4260    15     0    0  1425  2850    0  1425
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.21  0.02  0.05 0.21  0.21  0.00 0.00  0.02  0.09 0.00  0.16
Crit Vol:         302        71                       26   135
Crit Moves:      ****       ****                    ****  ****
******************************************************************************
```

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******************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.885
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    D
******************************************************************************
Street Name:         Sepulveda Boulevard               La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      122 1244   221   115 1704   141   130  352    97   324  263    67
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   122 1244   221   115 1704   141   130  352    97   324  263    67
Added Vol:       0  242     0     0   22     0    37   10    98     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   122 1486   221   115 1726   141   167  362   195   324  263    67
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    122 1486   221   115 1726   141   167  362   195   324  263    67
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   122 1486   221   115 1726   141   167  362   195   324  263    67
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    122 1486   221   115 1726   141   167  362   195   324  263    67
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.59  0.41
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2192   558
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.36  0.16  0.08 0.42  0.10  0.12 0.13  0.14  0.24 0.12  0.12
Crit Vol:     122                 575                 195   324
Crit Moves:  ****                ****                ****  ****
******************************************************************************
```

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********************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.092
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    F
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD              LINCOLN BOULEVARD
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Protected         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         4  0  2  1  0      0  0  3  1  0      0  0  0  0  4      0  0  1! 0  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     1516 1959     0      0 2060    41     0    0  1790     0    0     0
Growth Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:  1516 1959     0      0 2060    41     0    0  1790     0    0     0
Added Vol:       0    4     0      0  455     0     0    0    29     0    0     0
PasserByVol:     0    0     0      0    0     0     0    0     0     0    0     0
Initial Fut:  1516 1963     0      0 2515    41     0    0  1819     0    0     0
User Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:   1516 1963     0      0 2515    41     0    0  1819     0    0     0
Reduct Vol:      0    0     0      0    0     0     0    0     0     0    0     0
Reduced Vol:  1516 1963     0      0 2515    41     0    0  1819     0    0     0
PCE Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.10   1.00 1.00  1.00
Final Vol.:   1668 1963     0      0 2515    41     0    0  2001     0    0     0
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425   1425 1425  1425   1425 1425  1425   1425 1425  1425
Adjustment:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:        4.00 3.00  0.00   0.00 3.94  0.06   0.00 0.00  4.00   0.00 1.00  0.00
Final Sat.:   5700 4275     0      0 5609    91     0    0  5700     0 1425     0
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.29 0.46  0.00   0.00 0.45  0.45   0.00 0.00  0.35   0.00 0.00  0.00
Crit Vol:      417                639                   500     0
Crit Moves:   ****                ****                  ****
********************************************************************************
```



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********************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.997
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    E
********************************************************************************
Street Name:         Sepulveda Boulevard              Manchester Avenue
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:      Prot+Permit      Prot+Permit       Protected      Prot+Permit
Rights:           Ovl              Ovl               Ovl              Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1      1  0  3  0  1      2  0  2  0  1      1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      167 1319   117    342 1763   272    218  776   129    108  515   201
Growth Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:   167 1319   117    342 1763   272    218  776   129    108  515   201
Added Vol:       0  280     0      0   22     0      0    0     0      0    0     0
PasserByVol:     0    0     0      0    0     0      0    0     0      0    0     0
Initial Fut:   167 1599   117    342 1785   272    218  776   129    108  515   201
User Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:    167 1599   117    342 1785   272    218  776   129    108  515   201
Reduct Vol:      0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:   167 1599   117    342 1785   272    218  776   129    108  515   201
PCE Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.10 1.00  1.00   1.00 1.00  1.00
Final Vol.:    167 1599   117    342 1785   272    240  776   129    108  515   201
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375   1375 1375  1375   1375 1375  1375   1375 1375  1375
Adjustment:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:        1.00 3.00  1.00   1.00 3.00  1.00   2.00 2.00  1.00   1.00 1.44  0.56
Final Sat.:   1375 4125  1375   1375 4125  1375   2750 2750  1375   1375 1978   772
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.12 0.39  0.09   0.25 0.43  0.20   0.09 0.28  0.09   0.08 0.26  0.26
Crit Vol:          533         342                 388         108
Crit Moves:       ****        ****                ****        ****
********************************************************************************
```

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******************************************************************************
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.618
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       49               Level Of Service:                    B
******************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0  566   311    75  628     0     0    0     0   187    0   108
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  566   311    75  628     0     0    0     0   187    0   108
Added Vol:      0    0   254     0    0     0     0    0     0   250    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  566   565    75  628     0     0    0     0   437    0   108
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  566   565    75  628     0     0    0     0   437    0   108
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  566   565    75  628     0     0    0     0   437    0   108
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  566   565    75  628     0     0    0     0   481    0   108
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.40  0.05 0.22  0.00  0.00 0.00  0.00  0.17 0.00  0.08
Crit Vol:             565    75                     0          240
Crit Moves:           ****  ****                          ****
******************************************************************************
```

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                        Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.161
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                    F
******************************************************************************
Street Name:        Sepulveda Boulevard           Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     189 1575    74   212 1956    65    63  272   100   262  285   206
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  189 1575    74   212 1956    65    63  272   100   262  285   206
Added Vol:      4    0     0     0   98    22   236    0   357     0    0     7
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  193 1575    74   212 2054    87   299  272   457   262  285   213
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   193 1575    74   212 2054    87   299  272   457   262  285   213
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  193 1575    74   212 2054    87   299  272   457   262  285   213
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   193 1575    74   212 2054    87   299  272   457   262  285   213
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  1.00 1.14  0.86
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1375  1375  1375 1574  1176
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.38  0.05  0.15 0.50  0.06  0.22 0.20  0.33  0.19 0.18  0.18
Crit Vol:     193                685                457   262
Crit Moves:  ****               ****               ****  ****
******************************************************************************
```

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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #136 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.604
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                    B
******************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      64 1621    38   123 1374   324   187   38    53    23   47    35
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   64 1621    38   123 1374   324   187   38    53    23   47    35
Added Vol:      0  280     0     0   22     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   64 1901    38   123 1396   324   187   38    53    23   47    35
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    64 1901    38   123 1396   324   187   38    53    23   47    35
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   64 1901    38   123 1396   324   187   38    53    23   47    35
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    64 1901    38   123 1396   324   206   38    53    23   47    35
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.42  0.03  0.08 0.31  0.22  0.07 0.03  0.04  0.02 0.03  0.02
Crit Vol:         634          123          103                    47
Crit Moves:      ****         ****         ****                 ****
******************************************************************************
```

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                       Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.621
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                    B
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      86 1802    34    35 1415   184   113   58    83    28   48    30
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   86 1802    34    35 1415   184   113   58    83    28   48    30
Added Vol:      0  280     0     0   22     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   86 2082    34    35 1437   184   113   58    83    28   48    30
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    86 2082    34    35 1437   184   113   58    83    28   48    30
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   86 2082    34    35 1437   184   113   58    83    28   48    30
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    86 2082    34    35 1437   184   113   58    83    28   48    30
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.95  0.05  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.62  0.38
Final Sat.:  1500 4428    72  1500 4500  1500  1500 1500  1500  1500  923   577
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.47  0.47  0.02 0.32  0.12  0.08 0.04  0.06  0.02 0.05  0.05
Crit Vol:         705          35           113                    78
Crit Moves:      ****         ****         ****                 ****
******************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.575
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                   A
******************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      52 1794    16    41 1457    52    47   42    27     9   29    26
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   52 1794    16    41 1457    52    47   42    27     9   29    26
Added Vol:      0  280     0     0   22     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   52 2074    16    41 1479    52    47   42    27     9   29    26
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    52 2074    16    41 1479    52    47   42    27     9   29    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   52 2074    16    41 1479    52    47   42    27     9   29    26
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    52 2074    16    41 1479    52    47   42    27     9   29    26
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.98  0.02  1.00 2.90  0.10  0.41 0.36  0.23  1.00 0.53  0.47
Final Sat.:  1500 4466    34  1500 4347   153   608  543   349  1500  791   709
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.46  0.46  0.03 0.34  0.34  0.08 0.08  0.08  0.01 0.04  0.04
Crit Vol:         697          41                 116           9
Crit Moves:      ****         ****               ****         ****
******************************************************************************
```

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                                     LAMP
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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.465
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       35               Level Of Service:                   A
******************************************************************************
Street Name:          La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    118  564    12    45  767    52    88    3   264     6    1    11
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 118  564    12    45  767    52    88    3   264     6    1    11
Added Vol:     0    0     0     0    7     0     0    0     0     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 118  564    12    45  774    52    88    3   264     6    1    11
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  118  564    12    45  774    52    88    3   264     6    1    11
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 118  564    12    45  774    52    88    3   264     6    1    11
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:  118  564    12    45  774    52    88    3   264     6    1    11
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.81  0.19  1.00 1.00  1.00  0.33 0.06  0.61
Final Sat.:  1425 2791    59  1425 4006   269  1425 1425  1425   475   79   871
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.20  0.20  0.03 0.19  0.19  0.06 0.00  0.19  0.01 0.01  0.01
Crit Vol:     118                275                 264     6
Crit Moves:  ****               ****                ****  ****
******************************************************************************
```

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Baseline 2015 plus Proj-AM Wed Aug 10, 2016 16:06:50                Page 1-1
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                              Scenario Report
Scenario:             Baseline 2015 plus Proj-AM Peak

Command:              Employee AM
Volume:               Employee AM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      AM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```



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Baseline 2015 plus Proj-AM Wed Aug 10, 2016 16:06:50                Page 4-1
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                    Level Of Service Computation Report
          Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.624
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       61               Level Of Service:                 B
******************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     489  507    56    49  296   154   110  838   206    51 1070    77
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  489  507    56    49  296   154   110  838   206    51 1070    77
Added Vol:     80    0     0     0    0     0     0   22    48     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  569  507    56    49  296   154   110  860   254    51 1070    77
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   569  507    56    49  296   154   110  860   254    51 1070    77
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  569  507    56    49  296   154   110  860   254    51 1070    77
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   626  507    56    54  296   154   110  860   254    51 1070    77
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.80  0.20  2.00 2.00  1.00  1.00 3.09  0.91  1.00 3.73  0.27
Final Sat.:  2750 2476   274  2750 2750  1375  1375 4246  1254  1375 5131   369
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.20  0.20  0.02 0.11  0.11  0.08 0.20  0.20  0.04 0.21  0.21
Crit Vol:     313                  148         110                  287
Crit Moves:  ****                 ****        ****                 ****
******************************************************************************
```

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Baseline 2015 plus Proj-AM Wed Aug 10, 2016 16:06:50                Page 5-1
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.757
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       94               Level Of Service:                  C
******************************************************************************
Street Name:           AVIATION BL.                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
-------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      252  481    94   195  253   180   114  208    55   211  903   657
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   252  481    94   195  253   180   114  208    55   211  903   657
Added Vol:       0    0     0    48    0     0     0    0     0     0    0    80
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   252  481    94   243  253   180   114  208    55   211  903   737
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    252  481    94   243  253   180   114  208    55   211  903   737
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   252  481    94   243  253   180   114  208    55   211  903   737
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:    277  481    94   267  253   198   125  208    55   232  903   737
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 1.68  1.32  2.00 2.37  0.63  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2314  1811  2750 3262   863  2750 4125  1375
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.17  0.07  0.10 0.11  0.11  0.05 0.06  0.06  0.08 0.22  0.54
Crit Vol:         240          0                63                          737
Crit Moves:      ****         ****             ****                        ****
******************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.574
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       53               Level Of Service:                  A
******************************************************************************
Street Name:           AVIATION BLVD.                111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:       1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
-------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       28 1258    20    27  587    51    36   28    26    23   47    50
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    28 1258    20    27  587    51    36   28    26    23   47    50
Added Vol:       0   80     0     0   48     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    28 1338    20    27  635    51    36   28    26    23   47    50
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     28 1338    20    27  635    51    36   28    26    23   47    50
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    28 1338    20    27  635    51    36   28    26    23   47    50
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     28 1338    20    27  635    51    36   28    26    23   47    50
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.97  0.03  1.00 1.85  0.15  1.00 0.52  0.48  1.00 1.00  1.00
Final Sat.:  1375 2709    41  1375 2546   204  1375  713   662  1375 1375  1375
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.49  0.49  0.02 0.25  0.25  0.03 0.04  0.04  0.02 0.03  0.04
Crit Vol:         679          27               36                          47
Crit Moves:      ****         ****             ****                        ****
******************************************************************************
```

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                      Level Of Service Computation Report
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******************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.792
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      109               Level Of Service:                   C
******************************************************************************
Street Name:         La CIENEGA BLVD.                 CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     189  515   153   157  299   407    76  447   269   277 1492   755
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  189  515   153   157  299   407    76  447   269   277 1492   755
Added Vol:      0    0     0     0    0     0     0   22     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  189  515   153   157  299   407    76  469   269   277 1492   755
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   189  515   153   157  299   407    76  469   269   277 1492   755
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  189  515   153   157  299   407    76  469   269   277 1492   755
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   189  515   168   157  299   448    76  469   269   277 1492   755
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4125  1375
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.19  0.06  0.11 0.11  0.16  0.06 0.11  0.20  0.20 0.36  0.55
Crit Vol:         258          0                76                      755
Crit Moves:      ****         ****             ****                    ****
******************************************************************************
```



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                      Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.797
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       71               Level Of Service:                   C
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Ignore           Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3908     0      0 1430    30     0    0     0   345   59   292
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 3908     0      0 1430    30     0    0     0   345   59   292
Added Vol:      0    0     0      0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0      0    0     0     0    0     0     0    0     0
Initial Fut:    0 3908     0      0 1430    30     0    0     0   345   59   292
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3908     0      0 1430    30     0    0     0   345   59   292
Reduct Vol:     0    0     0      0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3908     0      0 1430    30     0    0     0   345   59   292
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3908     0      0 1430    30     0    0     0   380   59   321
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.73 0.27  2.00
Final Sat.:     0 6000  1500      0 6000  1500     0    0     0  2596  404  3000
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.65  0.00  0.00 0.24  0.02  0.00 0.00  0.00  0.15 0.15  0.11
Crit Vol:         977          0                      0         219
Crit Moves:      ****         ****                             ****
******************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.824
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       82               Level Of Service:                  D
******************************************************************************
Street Name:         405 NORTH OFF RAMP                 CENTURY BLVD
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         2  0  0  0  1     0  0  0  0  1     1  0  2  1  1     0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     1080     0   330     0     0    22     4  516   168     0 1842     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1080     0   330     0     0    22     4  516   168     0 1842     6
Added Vol:      0     0     0     0     0     0     0    0    22     0    0     0
PasserByVol:    0     0     0     0     0     0     0    0     0     0    0     0
Initial Fut: 1080     0   330     0     0    22     4  516   190     0 1842     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1080     0   330     0     0    22     4  516   190     0 1842     6
Reduct Vol:     0     0     0     0     0     0     0    0     0     0    0     0
Reduced Vol: 1080     0   330     0     0    22     4  516   190     0 1842     6
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1188     0   330     0     0    22     4  516   209     0 1842     6
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.85  1.15  0.00 2.99  0.01
Final Sat.:  3000     0  1500     0     0  1500  1500 4270  1730     0 4485    15
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.40 0.00  0.22  0.00 0.00  0.01  0.00 0.12  0.12  0.00 0.41  0.41
Crit Vol:     594                     22     4                   616
Crit Moves:  ****                    ****  ****                 ****
******************************************************************************
```

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******************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.413
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39               Level Of Service:                  A
******************************************************************************
Street Name:          DOUGLAS STREET                    IMPERIAL HWY.
Approach:      North Bound       South Bound       East Bound       West Bound
Movement:     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R     L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Split Phase       Split Phase       Protected         Protected
Rights:            Include           Include           Include           Include
Min. Green:      0     0     0     0     0     0     0     0     0     0     0     0
Lanes:         1  0  1  0  2     1  0  1! 0  1     1  0  2  1  0     2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       65   12    70    35   38     8    29  369   168   324 1195    49
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    65   12    70    35   38     8    29  369   168   324 1195    49
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    65   12    70    35   38     8    29  369   168   324 1195    49
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     65   12    70    35   38     8    29  369   168   324 1195    49
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    65   12    70    35   38     8    29  369   168   324 1195    49
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     65   12    77    39   38     9    29  369   168   356 1195    49
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.35 0.65  1.00  1.00 2.06  0.94  2.00 2.88  0.12
Final Sat.:  1375 1375  2750  1862  888  1375  1375 2834  1291  2750 3963   162
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.01  0.03  0.02 0.04  0.01  0.02 0.13  0.13  0.13 0.30  0.30
Crit Vol:      65                    59          29                  415
Crit Moves:  ****                    ****        ****                ****
******************************************************************************
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********************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.661
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                    B
********************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Ignore           Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0 2654   935   126  830     0     0    0     0   706    0   122
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 2654   935   126  830     0     0    0     0   706    0   122
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 2654   935   126  830     0     0    0     0   706    0   122
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2654     0   126  830     0     0    0     0   706    0   122
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2654     0   126  830     0     0    0     0   706    0   122
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 2654     0   139  830     0     0    0     0   777    0   122
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0    0     0  4500    0  1500
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.44  0.00  0.05 0.18  0.00  0.00 0.00  0.00  0.17 0.00  0.08
Crit Vol:         664         69                    0          259
Crit Moves:      ****        ****                  ****
********************************************************************************
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********************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.490
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       45               Level Of Service:                    A
********************************************************************************
Street Name:          La CIENEGA BLVD.                 IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      66  258   122    85  170   290   266  177   123    89  799   585
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   66  258   122    85  170   290   266  177   123    89  799   585
Added Vol:      0    0     0     0    0    22     0    0    24     0   24     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   66  258   122    85  170   312   266  177   147    89  823   585
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    66  258   122    85  170   312   266  177   147    89  823   585
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   66  258   122    85  170   312   266  177   147    89  823   585
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    73  258   134    94  170   343   293  177   162    98  823   644
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.97  1.03  2.00 1.00  2.00  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 2714  1411  2750 1375  2750  2750 4125  2750  2750 4125  2750
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.10  0.10  0.03 0.12  0.12  0.11 0.04  0.06  0.04 0.20  0.23
Crit Vol:      36                 170          146                      322
Crit Moves:  ****               ****         ****                     ****
********************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.612
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                   B
********************************************************************************
Street Name:            MAIN STREET                    IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ignore           Include         Include         Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  1  0  0  1    0  0  0  0  1    1  0  2  0  1    2  0  2  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     426    1   508     0    0     4     0  762   189   460 1184     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  426    1   508     0    0     4     0  762   189   460 1184     1
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  426    1   508     0    0     4     0  762   189   460 1184     1
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   426    1     0     0    0     4     0  762   189   460 1184     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  426    1     0     0    0     4     0  762   189   460 1184     1
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   469    1     0     0    0     4     0  762   189   506 1184     1
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.99 0.01  1.00  0.00 0.00  1.00  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2844    6  1425     0    0  1425  1425 2850  1425  2850 2850  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.16  0.00  0.00 0.00  0.00  0.00 0.27  0.13  0.18 0.42  0.00
Crit Vol:     235                 4          381          253
Crit Moves:  ****                ****        ****        ****
********************************************************************************
```



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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.445
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34               Level Of Service:                   A
********************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.              IMPERIAL HWY
Approach:       North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Split Phase      Split Phase       Protected       Permitted
Rights:            Include          Include         Include           Ovl
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  0  1  0    2  0  0  0  1    2  0  1  1  0    1  0  2  0  2
------------|--------------||--------------||--------------||--------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       0    1     3   662    0    77   175  287     1     7  340  1240
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    1     3   662    0    77   175  287     1     7  340  1240
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    1     3   662    0    77   175  287     1     7  340  1240
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    1     3   662    0    77   175  287     1     7  340  1240
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    1     3   662    0    77   175  287     1     7  340  1240
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0    1     3   728    0    77   193  287     1     7  340  1364
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.25  0.75  2.00 0.00  1.00  2.00 1.99  0.01  1.00 2.00  2.00
Final Sat.:     0  356  1069  2850    0  1425  2850 2840    10  1425 2850  2850
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.26 0.00  0.05  0.07 0.10  0.10  0.00 0.12  0.48
Crit Vol:           4         364              96                  170
Crit Moves:       ****        ****            ****                ****
********************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.896
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  D
******************************************************************************
Street Name:          SEPULVEDA BL.                   IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       93 1606   487   341 1952     9   219  193    58   187  210   389
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    93 1606   487   341 1952     9   219  193    58   187  210   389
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    93 1606   487   341 1952     9   219  193    58   187  210   389
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     93 1606   487   341 1952     9   219  193    58   187  210   389
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    93 1606   487   341 1952     9   219  193    58   187  210   389
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:     93 1606   487   375 1952     9   241  193    58   206  210   389
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 3.00  1.00  2.00 3.98  0.02  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:   1375 4125  1375  2750 5475    25  2750 4125  1375  2750 4125  1375
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.07 0.39  0.35  0.14 0.36  0.36  0.09 0.05  0.04  0.07 0.05  0.28
Crit Vol:          535         188              120                        389
Crit Moves:       ****        ****             ****                       ****
******************************************************************************

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.610
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       48               Level Of Service:                  B
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET           IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M
Base Vol:       49    0    46   362  879   486     0  553    95   220  879     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    49    0    46   362  879   486     0  553    95   220  879     0
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    49    0    46   362  879   486     0  553    95   220  879     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     49    0    46   362  879   486     0  553    95   220  879     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    49    0    46   362  879   486     0  553    95   220  879     0
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     49    0    51   398  879   535     0  553    95   242  879     0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        1.00 0.00  2.00  1.00 1.82  1.18  0.00 2.56  0.44  2.00 3.00  0.00
Final Sat.:   1425    0  2850  1425 2589  1686     0 3648   627  2850 4275     0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.03 0.00  0.02  0.28 0.34  0.32  0.00 0.15  0.15  0.08 0.21  0.00
Crit Vol:       49                484              216              121
Crit Moves:   ****              ****             ****             ****
******************************************************************************

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                      Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.824
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      105               Level Of Service:                  D
******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:            Ovl              Ovl             Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     936    0   311     0    0    0     0  253   306    95  957     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  936    0   311     0    0    0     0  253   306    95  957     0
Added Vol:     34    0     0     0    0    0     0   24    24     0   46     0
PasserByVol:    0    0     0     0    0    0     0    0     0     0    0     0
Initial Fut:  970    0   311     0    0    0     0  277   330    95 1003     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   970    0   311     0    0    0     0  277   330    95 1003     0
Reduct Vol:     0    0     0     0    0    0     0    0     0     0    0     0
Reduced Vol:  970    0   311     0    0    0     0  277   330    95 1003     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:  1067    0   342     0    0    0     0  277   363   104 1003     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0    0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.37 0.00  0.12  0.00 0.00  0.00  0.00 0.10  0.13  0.04 0.35  0.00
Crit Vol:     534                    0              139              502
Crit Moves:  ****                                 ****             ****
******************************************************************************
```

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                      Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.538
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                  A
******************************************************************************
Street Name:          405 NORTH RAMP                IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Permitted
Rights:            Include          Include           Ignore           Ignore
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1! 0  0    0  0  0  0  0    0  0  2  1  1    0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     535    0    64     0    0    0     0  321    66     0 1296   484
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  535    0    64     0    0    0     0  321    66     0 1296   484
Added Vol:      0    0     0     0    0    0     0    0     0     0   24     0
PasserByVol:    0    0     0     0    0    0     0    0     0     0    0     0
Initial Fut:  535    0    64     0    0    0     0  321    66     0 1320   484
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
PHF Volume:   535    0    64     0    0    0     0  321     0     0 1320     0
Reduct Vol:     0    0     0     0    0    0     0    0     0     0    0     0
Reduced Vol:  535    0    64     0    0    0     0  321     0     0 1320     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  0.00
Final Vol.:   589    0    64     0    0    0     0  321     0     0 1320     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.80 0.00  0.20  0.00 0.00  0.00  0.00 3.00  1.00  0.00 3.00  1.00
Final Sat.:  2570    0   280     0    0    0     0 4275  1425     0 4275  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.00  0.23  0.00 0.00  0.00  0.00 0.08  0.00  0.00 0.31  0.00
Crit Vol:     326                    0              0                440
Crit Moves:  ****                                 ****             ****
******************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.556
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                   A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  LENNOX BLVD
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permit+Prot      Split Phase      Split Phase
Rights:            Include         Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0  905    85    56  364    24     0    0     0   144    0   241
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  905    85    56  364    24     0    0     0   144    0   241
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  905    85    56  364    24     0    0     0   144    0   241
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  905    85    56  364    24     0    0     0   144    0   241
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  905    85    56  364    24     0    0     0   144    0   241
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  905    85    56  364    24     0    0     0   158    0   241
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.83  0.17  1.00 2.81  0.19  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2605   245  1425 4011   264     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.35  0.35  0.04 0.09  0.09  0.00 0.00  0.00  0.06 0.00  0.17
Crit Vol:         495         56                      0                    241
Crit Moves:      ****        ****                                         ****
******************************************************************************
```



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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.384
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                   A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted      Permitted      Split Phase      Split Phase
Rights:            Include         Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     180 1001     0     0  388    94    38    0    46     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  180 1001     0     0  388    94    38    0    46     0    0     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  180 1001     0     0  388    94    38    0    46     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   180 1001     0     0  388    94    38    0    46     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  180 1001     0     0  388    94    38    0    46     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:   180 1001     0     0  388    94    42    0    46     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.41  0.59  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3441   834  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.35  0.00  0.00 0.11  0.11  0.01 0.00  0.03  0.00 0.00  0.00
Crit Vol:         501          0                      0                     0
Crit Moves:      ****        ****                   ****
******************************************************************************
```

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              Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.869
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      142               Level Of Service:                   D
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 N/B RAPM
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:       0 1619   120   121  352     0     0    0     0   493    0    73
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1619   120   121  352     0     0    0     0   493    0    73
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 1619   120   121  352     0     0    0     0   493    0    73
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1619   120   121  352     0     0    0     0   493    0    73
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1619   120   121  352     0     0    0     0   493    0    73
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1619   132   121  352     0     0    0     0   542    0    73
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.76 0.00  0.24
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2512    0   338
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.57  0.09  0.08 0.12  0.00  0.00 0.00  0.00  0.22 0.00  0.22
Crit Vol:         810         121                    0                     308
Crit Moves:      ****        ****                                         ****
********************************************************************************
```



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              Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.463
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       42               Level Of Service:                   A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  809    38   384  452    17     0    0     2     0    0    92
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  809    38   384  452    17     0    0     2     0    0    92
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  809    38   384  452    17     0    0     2     0    0    92
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  809    38   384  452    17     0    0     2     0    0    92
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  809    38   384  452    17     0    0     2     0    0    92
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  809    38   422  452    17     0    0     2     0    0   101
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.91  0.09  2.00 1.93  0.07  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2627   123  2750 2650   100     0    0  1375     0    0  2750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.31  0.31  0.15 0.17  0.17  0.00 0.00  0.00  0.00 0.00  0.04
Crit Vol:         423         211                    2                       0
Crit Moves:      ****        ****                  ****                    ****
********************************************************************************
```

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           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.523
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       39               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                    405 S/B RAMP
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted         Permitted        Split Phase      Split Phase
Rights:          Include           Include           Include          Include
Min. Green:    0     0     0     0     0     0     0     0     0     0     0     0
Lanes:       1  0  2  0  1    1  0  2  1  0    0  0  1! 0  0    2  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:      29 1095   138    63  380     0     4     0    25   171     0    69
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   29 1095   138    63  380     0     4     0    25   171     0    69
Added Vol:      0    0     0     0    0     0     0     0     0    22     0     0
PasserByVol:    0    0     0     0    0     0     0     0     0     0     0     0
Initial Fut:   29 1095   138    63  380     0     4     0    25   193     0    69
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    29 1095   138    63  380     0     4     0    25   193     0    69
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Reduced Vol:   29 1095   138    63  380     0     4     0    25   193     0    69
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:    29 1095   138    63  380     0     4     0    25   212     0    69
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 3.00  0.00  0.14 0.00  0.86  2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4275     0   197     0  1228  2850     0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.38  0.10  0.04 0.09  0.00  0.02 0.00  0.02  0.07 0.00  0.05
Crit Vol:          547          63                              29   106
Crit Moves:       ****        ****                            ****  ****
********************************************************************************
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           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.680
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       71               Level Of Service:                  B
********************************************************************************
Street Name:        Sepulveda Boulevard               La Tijera Boulevard
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:          Include          Include          Include          Include
Min. Green:    0     0     0     0     0     0     0     0     0     0     0     0
Lanes:       1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      40 1688    88    20 1146    38    64  131    67   287  159    28
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   40 1688    88    20 1146    38    64  131    67   287  159    28
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   40 1688    88    20 1146    38    64  131    67   287  159    28
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    40 1688    88    20 1146    38    64  131    67   287  159    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   40 1688    88    20 1146    38    64  131    67   287  159    28
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    40 1688    88    20 1146    38    64  131    67   287  159    28
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00  1.00 1.70  0.30
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375  1375 2338   412
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.41  0.06  0.01 0.28  0.03  0.05 0.05  0.05  0.21 0.07  0.07
Crit Vol:          563          20                    66         287
Crit Moves:       ****        ****                  ****        ****
********************************************************************************
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                      Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.758
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       77               Level Of Service:                   C
******************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Protected         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         4  0  2  1  0      0  0  3  1  0      0  0  0  0  4      0  0  1! 0  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     1782 1946     0      0 1249    23      0    0   992      0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1782 1946     0      0 1249    23      0    0   992      0    0     0
Added Vol:      0    0     0      0    0     0      0    0     0      0    0     0
PasserByVol:    0    0     0      0    0     0      0    0     0      0    0     0
Initial Fut: 1782 1946     0      0 1249    23      0    0   992      0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1782 1946     0      0 1249    23      0    0   992      0    0     0
Reduct Vol:     0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol: 1782 1946     0      0 1249    23      0    0   992      0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:  1960 1946     0      0 1249    23      0    0  1091      0    0     0
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       4.00 3.00  0.00  0.00 3.93  0.07  0.00 0.00  4.00  0.00 1.00  0.00
Final Sat.:  5700 4275     0      0 5597   103      0    0  5700      0 1425     0
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.34 0.46  0.00  0.00 0.22  0.22  0.00 0.00  0.19  0.00 0.00  0.00
Crit Vol:     490                318                   273     0
Crit Moves:  ****                ****                  ****
******************************************************************************
```



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                      Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.834
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      138               Level Of Service:                   D
******************************************************************************
Street Name:       Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit       Prot+Permit       Protected       Prot+Permit
Rights:            Ovl               Ovl               Ovl               Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1      1  0  3  0  1      2  0  2  0  1      1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       66 1637    51     89  927    73     99  225    72     48  569   347
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    66 1637    51     89  927    73     99  225    72     48  569   347
Added Vol:       0    0     0      0    0     0      0    0     0      0    0     0
PasserByVol:     0    0     0      0    0     0      0    0     0      0    0     0
Initial Fut:    66 1637    51     89  927    73     99  225    72     48  569   347
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     66 1637    51     89  927    73     99  225    72     48  569   347
Reduct Vol:      0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:    66 1637    51     89  927    73     99  225    72     48  569   347
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:     66 1637    51     89  927    73    109  225    72     48  569   347
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 2.00  1.00  1.00 1.24  0.76
Final Sat.:  1375 4125  1375  1375 4125  1375  2750 2750  1375  1375 1708  1042
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.40  0.04  0.06 0.22  0.05  0.04 0.08  0.05  0.03 0.33  0.33
Crit Vol:          546          89               54                458
Crit Moves:      ****         ****             ****              ****
******************************************************************************
```

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                Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.484
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       36               Level Of Service:                  A
********************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:        0  992   373    59  422     0     0    0     0   245    0    51
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     0  992   373    59  422     0     0    0     0   245    0    51
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0  992   373    59  422     0     0    0     0   245    0    51
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0  992   373    59  422     0     0    0     0   245    0    51
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     0  992   373    59  422     0     0    0     0   245    0    51
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:      0  992   373    59  422     0     0    0     0   270    0    51
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.35  0.26  0.04 0.15  0.00  0.00 0.00  0.00  0.09 0.00  0.04
Crit Vol:         496         59                    0          135
Crit Moves:      ****        ****                          ****
********************************************************************************
```



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                Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.833
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      136               Level Of Service:                  D
********************************************************************************
Street Name:        Sepulveda Boulevard           Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      156 1869    21   119 1423    57    13  130    65   160  489   291
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   156 1869    21   119 1423    57    13  130    65   160  489   291
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   156 1869    21   119 1423    57    13  130    65   160  489   291
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    156 1869    21   119 1423    57    13  130    65   160  489   291
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   156 1869    21   119 1423    57    13  130    65   160  489   291
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    156 1869    21   119 1423    57    13  130    65   160  489   291
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.33  0.67  1.00 1.25  0.75
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 1833   917  1375 1724  1026
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.45  0.02  0.09 0.34  0.04  0.01 0.07  0.07  0.12 0.28  0.28
Crit Vol:         623         119                   13                390
Crit Moves:      ****        ****                 ****               ****
********************************************************************************
```

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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #136 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.879
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      119               Level Of Service:                   D
******************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      59 1803     9    32 1156   185   654   67    69    36  100   326
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   59 1803     9    32 1156   185   654   67    69    36  100   326
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   59 1803     9    32 1156   185   654   67    69    36  100   326
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    59 1803     9    32 1156   185   654   67    69    36  100   326
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   59 1803     9    32 1156   185   654   67    69    36  100   326
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    59 1803     9    32 1156   185   719   67    69    36  100   326
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.40  0.01  0.02 0.26  0.12  0.24 0.04  0.05  0.02 0.07  0.22
Crit Vol:         601          32           360                          326
Crit Moves:      ****         ****         ****                         ****
******************************************************************************
```



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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.758
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60               Level Of Service:                   C
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     124 1972    25    30 1079   167   150   82   130    40  183   109
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  124 1972    25    30 1079   167   150   82   130    40  183   109
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  124 1972    25    30 1079   167   150   82   130    40  183   109
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   124 1972    25    30 1079   167   150   82   130    40  183   109
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  124 1972    25    30 1079   167   150   82   130    40  183   109
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   124 1972    25    30 1079   167   150   82   130    40  183   109
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.96  0.04  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.63  0.37
Final Sat.:  1500 4444    56  1500 4500  1500  1500 1500  1500  1500  940   560
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.44  0.44  0.02 0.24  0.11  0.10 0.05  0.09  0.03 0.19  0.19
Crit Vol:         666          30           150                          292
Crit Moves:      ****         ****         ****                         ****
******************************************************************************
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           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.636
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40              Level Of Service:                  B
********************************************************************************
Street Name:       Sepulveda Boulevard                  83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  2  1  0   1  0  2  1  0   0  0  1! 0  0   1  0  0  1  0
------------|----------------||----------------||----------------||----------------|
Volume Module:
Base Vol:     35 1855    16    25 1112    31    63   58    38    21  109   134
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  35 1855    16    25 1112    31    63   58    38    21  109   134
Added Vol:     0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  35 1855    16    25 1112    31    63   58    38    21  109   134
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   35 1855    16    25 1112    31    63   58    38    21  109   134
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  35 1855    16    25 1112    31    63   58    38    21  109   134
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   35 1855    16    25 1112    31    63   58    38    21  109   134
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 2.92  0.08  0.40 0.36  0.24  1.00 0.45  0.55
Final Sat.:  1500 4462    38  1500 4378   122   594  547   358  1500  673   827
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.42  0.42  0.02 0.25  0.25  0.11 0.11  0.11  0.01 0.16  0.16
Crit Vol:          624          25               63                    243
Crit Moves:        ****        ****             ****                  ****
********************************************************************************
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********************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.397
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31              Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                  104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|----------------||----------------||----------------||----------------|
Control:      Prot+Permit       Permitted        Permitted        Permitted
Rights:         Include          Include          Include          Include
Min. Green:    0    0    0    0    0    0    0    0    0    0    0    0
Lanes:       1  0  1  1  0   1  0  2  1  0   1  0  1  0  1   0  0  1! 0  0
------------|----------------||----------------||----------------||----------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:    334  851    10    11  404    74    17    0    68     5    0    12
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 334  851    10    11  404    74    17    0    68     5    0    12
Added Vol:     0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:   0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 334  851    10    11  404    74    17    0    68     5    0    12
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  334  851    10    11  404    74    17    0    68     5    0    12
Reduct Vol:    0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 334  851    10    11  404    74    17    0    68     5    0    12
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:  334  851    10    11  404    74    17    0    68     5    0    12
------------|----------------||----------------||----------------||----------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.98  0.02  1.00 2.54  0.46  1.00 1.00  1.00  0.29 0.00  0.71
Final Sat.:  1425 2817    33  1425 3613   662  1425 1425  1425   419    0  1006
------------|----------------||----------------||----------------||----------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.30  0.30  0.01 0.11  0.11  0.01 0.00  0.05  0.01 0.00  0.01
Crit Vol:    334                    159                     68     5
Crit Moves:  ****                   ****                  ****  ****
********************************************************************************
```

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                              Scenario Report
Scenario:             Baseline 2015 plus Proj-PM Peak

Command:              Employee PM
Volume:               Employee PM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      PM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```

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                     Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.851
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      153                Level Of Service:                 D
******************************************************************************
Street Name:            AVIATION BLVD.                  CENTURY BLVD.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     420  488   114    97  454   130   131 1809   420    93 1116   135
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  420  488   114    97  454   130   131 1809   420    93 1116   135
Added Vol:     80    0     0     0    0     0     0   22    48     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  500  488   114    97  454   130   131 1831   468    93 1116   135
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   500  488   114    97  454   130   131 1831   468    93 1116   135
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  500  488   114    97  454   130   131 1831   468    93 1116   135
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   550  488   114   107  454   130   131 1831   468    93 1116   135
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.62  0.38  2.00 2.00  1.00  1.00 3.19  0.81  1.00 3.57  0.43
Final Sat.:  2750 2229   521  2750 2750  1375  1375 4380  1120  1375 4906   594
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.20 0.22  0.22  0.04 0.17  0.09  0.10 0.42  0.42  0.07 0.23  0.23
Crit Vol:     275                227              575              93
Crit Moves:  ****              ****             ****             ****
******************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.666
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       68               Level Of Service:                   B
******************************************************************************
Street Name:           AVIATION BL.                  IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Ovl              Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      126  335   217    342  534   114    208 1112   243    150  388   368
Growth Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:   126  335   217    342  534   114    208 1112   243    150  388   368
Added Vol:       0    0     0     48    0     0      0    0     0      0    0    80
PasserByVol:     0    0     0      0    0     0      0    0     0      0    0     0
Initial Fut:   126  335   217    390  534   114    208 1112   243    150  388   448
User Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:    126  335   217    390  534   114    208 1112   243    150  388   448
Reduct Vol:      0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:   126  335   217    390  534   114    208 1112   243    150  388   448
PCE Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.00   1.10 1.00  1.10   1.10 1.00  1.00   1.10 1.00  1.00
Final Vol.:    139  335   217    429  534   125    229 1112   243    165  388   448
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375   1375 1375  1375   1375 1375  1375   1375 1375  1375
Adjustment:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:        2.00 2.00  1.00   2.00 2.00  1.00   2.00 2.46  0.54   2.00 3.00  1.00
Final Sat.:   2750 2750  1375   2750 2750  1375   2750 3385   740   2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.05 0.12  0.16   0.16 0.19  0.09   0.08 0.33  0.33   0.06 0.09  0.33
Crit Vol:          168          215                 452          83
Crit Moves:       ****         ****                ****         ****
******************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #19 AVIATION BLVD. @ 111TH
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.511
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       47               Level Of Service:                   A
******************************************************************************
Street Name:           AVIATION BLVD.                111TH STREET
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Ovl              Include          Include          Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       12  903    30     33 1027    61     56   75    22     25   38    57
Growth Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:    12  903    30     33 1027    61     56   75    22     25   38    57
Added Vol:       0   80     0      0   48     0      0    0     0      0    0     0
PasserByVol:     0    0     0      0    0     0      0    0     0      0    0     0
Initial Fut:    12  983    30     33 1075    61     56   75    22     25   38    57
User Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:     12  983    30     33 1075    61     56   75    22     25   38    57
Reduct Vol:      0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:    12  983    30     33 1075    61     56   75    22     25   38    57
PCE Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Final Vol.:     12  983    30     33 1075    61     56   75    22     25   38    57
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375   1375 1375  1375   1375 1375  1375   1375 1375  1375
Adjustment:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:        1.00 1.94  0.06   1.00 1.89  0.11   1.00 0.77  0.23   1.00 1.00  1.00
Final Sat.:   1375 2669    81   1375 2602   148   1375 1063   312   1375 1375  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.01 0.37  0.37   0.02 0.41  0.41   0.04 0.07  0.07   0.02 0.03  0.04
Crit Vol:       12                568                97           25
Crit Moves:   ****               ****               ****         ****
******************************************************************************
```

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                      Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #36 La CIENEGA BLVD. @ CENTURY BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.877
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  D
******************************************************************************
Street Name:         La CIENEGA BLVD.                 CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Ovl              Ovl              Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  2  0  2    1  0  2  0  2    1  0  3  0  1    1  0  3  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     114  264   505   540  661   313   101 1142   434    81  730   195
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  114  264   505   540  661   313   101 1142   434    81  730   195
Added Vol:      0    0     0     0    0     0     0   22     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114  264   505   540  661   313   101 1164   434    81  730   195
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   114  264   505   540  661   313   101 1164   434    81  730   195
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  114  264   505   540  661   313   101 1164   434    81  730   195
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   114  264   556   540  661   344   101 1164   434    81  730   195
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  2.00  1.00 2.00  2.00  1.00 3.00  1.00  1.00 3.16  0.84
Final Sat.:  1375 2750  2750  1375 2750  2750  1375 4125  1375  1375 4341  1159
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.10  0.20  0.39 0.24  0.13  0.07 0.28  0.32  0.06 0.17  0.17
Crit Vol:             278   540                388          0
Crit Moves:          ****  ****               ****        ****
******************************************************************************
```

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                      Level Of Service Computation Report
            Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #38 CENTURY BLVD. @ SEPULVEDA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.715
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       51               Level Of Service:                  C
******************************************************************************
Street Name:         SEPULVEDA BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Permitted        Permitted        Permitted        Permitted
Rights:          Ignore           Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  4  0  1    0  0  4  0  1    0  0  0  0  0    1  1  0  0  2
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3181     0     0 2494    46     0    0     0   431   81   212
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 3181     0     0 2494    46     0    0     0   431   81   212
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0 3181     0     0 2494    46     0    0     0   431   81   212
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 3181     0     0 2494    46     0    0     0   431   81   212
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 3181     0     0 2494    46     0    0     0   431   81   212
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.10
Final Vol.:     0 3181     0     0 2494    46     0    0     0   474   81   233
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  1.71 0.29  2.00
Final Sat.:     0 6000  1500     0 6000  1500     0    0     0  2562  438  3000
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.53  0.00  0.00 0.42  0.03  0.00 0.00  0.00  0.19 0.19  0.08
Crit Vol:           795           0                    0         278
Crit Moves:        ****          ****                          ****
******************************************************************************
```

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                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #39 CENTURY BLVD. @ 405 N/B RAMP
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.612
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37              Level Of Service:                  B
********************************************************************************
Street Name:         405 NORTH OFF RAMP                 CENTURY BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Permitted        Permitted        Permitted        Permitted
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        2  0  0  0  1   0  0  0  0  1   1  0  2  1  1   0  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Aug 2004 << Employee PM
Base Vol:     600    0   312     0    0    36    22 1622   510     0  820    13
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  600    0   312     0    0    36    22 1622   510     0  820    13
Added Vol:      0    0     0     0    0     0     0    0    22     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  600    0   312     0    0    36    22 1622   532     0  820    13
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   600    0   312     0    0    36    22 1622   532     0  820    13
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  600    0   312     0    0    36    22 1622   532     0  820    13
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   660    0   312     0    0    36    22 1622   585     0  820    13
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.00 0.00  1.00  1.00 2.94  1.06  0.00 2.95  0.05
Final Sat.:  3000    0  1500     0    0  1500  1500 4409  1591     0 4430    70
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.22 0.00  0.21  0.00 0.00  0.02  0.01 0.37  0.37  0.00 0.19  0.19
Crit Vol:     330                          36        552          0
Crit Moves:  ****                        ****       ****       ****
********************************************************************************
```

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                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #47 IMPERIAL HWY. @ DOUGLAS ST.
********************************************************************************
Cycle (sec):        100              Critical Vol./Cap. (X):        0.621
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       60              Level Of Service:                  B
********************************************************************************
Street Name:          DOUGLAS STREET                     IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:          Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  0  2   1  0  1! 0  1   1  0  2  1  0   2  0  2  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     140   21   353    50   29    13    19 1388   136   111  514    31
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  140   21   353    50   29    13    19 1388   136   111  514    31
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  140   21   353    50   29    13    19 1388   136   111  514    31
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   140   21   353    50   29    13    19 1388   136   111  514    31
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  140   21   353    50   29    13    19 1388   136   111  514    31
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   140   21   388    55   29    14    19 1388   136   122  514    31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  2.00  1.68 0.32  1.00  1.00 2.73  0.27  2.00 2.83  0.17
Final Sat.:  1375 1375  2750  2308  442  1375  1375 3757   368  2750 3890   235
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.02  0.14  0.02 0.07  0.01  0.01 0.37  0.37  0.04 0.13  0.13
Crit Vol:                194         90              508          61
Crit Moves:             ****       ****             ****        ****
********************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #65 SEPULVEDA @ H. HUGHES PARKWAY
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.648
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       41               Level Of Service:                    B
******************************************************************************
Street Name:       Sepulveda Boulevard               H. Hughes Parkway
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted         Permitted         Permitted         Permitted
Rights:            Ignore            Include           Include           Include
Min. Green:     0    0     0      0    0     0      0    0     0      0    0     0
Lanes:        0  0  4  0  1    2  0  3  0  0    0  0  0  0  0    3  0  0  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0 1294   602   522 2287     0     0     0     0   573     0    94
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0 1294   602   522 2287     0     0     0     0   573     0    94
Added Vol:      0    0     0     0    0     0     0     0     0     0     0     0
PasserByVol:    0    0     0     0    0     0     0     0     0     0     0     0
Initial Fut:    0 1294   602   522 2287     0     0     0     0   573     0    94
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 1294     0   522 2287     0     0     0     0   573     0    94
Reduct Vol:     0    0     0     0    0     0     0     0     0     0     0     0
Reduced Vol:    0 1294     0   522 2287     0     0     0     0   573     0    94
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.10 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0 1294     0   574 2287     0     0     0     0   630     0    94
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 4.00  1.00  2.00 3.00  0.00  0.00 0.00  0.00  3.00 0.00  1.00
Final Sat.:     0 6000  1500  3000 4500     0     0     0     0  4500     0  1500
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.22  0.00  0.19 0.51  0.00  0.00 0.00  0.00  0.14 0.00  0.06
Crit Vol:       0                762                 0                210
Crit Moves:  ****                ****                ****
******************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #67 IMPERIAL HWY. @ La CIENEGA BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.690
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       74               Level Of Service:                    B
******************************************************************************
Street Name:          La CIENEGA BLVD.                  IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:        Protected         Protected         Protected         Protected
Rights:           Include           Include           Include           Include
Min. Green:     0    0     0      0    0     0      0    0     0      0    0     0
Lanes:        2  0  1  1  1    2  0  1  1  1    2  0  3  0  2    2  0  3  0  2
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      58  183   625   357  349   220   206 1165   133    38  333   152
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   58  183   625   357  349   220   206 1165   133    38  333   152
Added Vol:      0    0     0     0    0    22     0    0    24     0   24     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   58  183   625   357  349   242   206 1165   157    38  357   152
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    58  183   625   357  349   242   206 1165   157    38  357   152
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   58  183   625   357  349   242   206 1165   157    38  357   152
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10  1.10 1.00  1.10
Final Vol.:    64  183   688   393  349   266   227 1165   173    42  357   167
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.00  2.00  2.00 1.70  1.30  2.00 3.00  2.00  2.00 3.00  2.00
Final Sat.:  2750 1375  2750  2750 2340  1785  2750 4125  2750  2750 4125  2750
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.13  0.25  0.14 0.15  0.15  0.08 0.28  0.06  0.02 0.09  0.06
Crit Vol:               344   196                 388         21
Crit Moves:            ****  ****               ****        ****
******************************************************************************
```

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                       Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #68 IMPERIAL HWY @MAIN STREET
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.624
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       50               Level Of Service:                  B
*******************************************************************************
Street Name:            MAIN STREET                  IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted        Protected
Rights:           Ignore           Include          Include          Include
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:       1  1  0  0  1    0  0  1! 0  0    1  0  2  0  1    2  0  2  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     207    0   405     4    1     1     0  959   355   528  672     2
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  207    0   405     4    1     1     0  959   355   528  672     2
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  207    0   405     4    1     1     0  959   355   528  672     2
User Adj:    1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   207    0     0     4    1     1     0  959   355   528  672     2
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  207    0     0     4    1     1     0  959   355   528  672     2
PCE Adj:     1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   228    0     0     4    1     1     0  959   355   581  672     2
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  1.00  0.66 0.17  0.17  1.00 2.00  1.00  2.00 2.00  1.00
Final Sat.:  2850    0  1425   950  238   238  1425 2850  1425  2850 2850  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.00  0.00 0.00  0.00  0.00 0.34  0.25  0.20 0.24  0.00
Crit Vol:     114                     6             480         290
Crit Moves:  ****                  ****            ****        ****
*******************************************************************************
```

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*******************************************************************************
Intersection #69 IMPERIAL HWY @ PERSHING DR.
*******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.511
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       38               Level Of Service:                  A
*******************************************************************************
Street Name:    PERSHING DR./HYPERION DWY.               IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Protected        Permitted
Rights:           Include          Include          Include            Ovl
Min. Green:    0    0     0     0    0     0     0    0     0     0    0     0
Lanes:       0  0  0  1  0    2  0  0  0  1    2  0  2  0  0    1  0  2  0  2
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    3     6   822    0   186   138  389     0     1  382   514
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    3     6   822    0   186   138  389     0     1  382   514
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0    3     6   822    0   186   138  389     0     1  382   514
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0    3     6   822    0   186   138  389     0     1  382   514
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    3     6   822    0   186   138  389     0     1  382   514
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0    3     6   904    0   186   152  389     0     1  382   565
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 0.33  0.67  2.00 0.00  1.00  2.00 2.00  0.00  1.00 2.00  2.00
Final Sat.:     0  475   950  2850    0  1425  2850 2850     0  1425 2850  2850
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.01  0.01  0.32 0.00  0.13  0.05 0.14  0.00  0.00 0.13  0.20
Crit Vol:           9          452               76                    191
Crit Moves:       ****        ****             ****                   ****
*******************************************************************************
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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #71 IMPERIAL HWY @ SEPULVEDA BL.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        1.253
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  F
******************************************************************************
Street Name:          SEPULVEDA BL.                   IMPERIAL HWY
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1    2  0  3  1  0    2  0  3  0  1    2  0  3  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee P.M.
Base Vol:     130 1628   912   619 2169    14   211  331   155   143  306   354
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  130 1628   912   619 2169    14   211  331   155   143  306   354
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  130 1628   912   619 2169    14   211  331   155   143  306   354
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   130 1628   912   619 2169    14   211  331   155   143  306   354
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  130 1628   912   619 2169    14   211  331   155   143  306   354
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   130 1628   912   681 2169    14   232  331   155   157  306   354
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  2.00 3.97  0.03  2.00 3.00  1.00  2.00 3.00  1.00
Final Sat.:  1375 4125  1375  2750 5465    35  2750 4125  1375  2750 4125  1375
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.09 0.39  0.66  0.25 0.40  0.40  0.08 0.08  0.11  0.06 0.07  0.26
Crit Vol:             912   340              116                        354
Crit Moves:           ****  ****             ****                       ****
******************************************************************************
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******************************************************************************
Intersection #73 IMPERIAL HWY @ NASH ST.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.407
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       31               Level Of Service:                  A
******************************************************************************
Street Name:  FWY 105 OFF RAMP/ NASH STREET           IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted        Protected
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  0  0  2    1  1  0  1  1    0  0  2  1  0    2  0  3  0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     114    0   229    90  162   165     0  898    52    32  700     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  114    0   229    90  162   165     0  898    52    32  700     0
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  114    0   229    90  162   165     0  898    52    32  700     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   114    0   229    90  162   165     0  898    52    32  700     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  114    0   229    90  162   165     0  898    52    32  700     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.10 1.00  1.10  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:   114    0   252    99  162   182     0  898    52    35  700     0
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 0.00  2.00  1.00 1.35  1.65  0.00 2.84  0.16  2.00 3.00  0.00
Final Sat.:  1425    0  2850  1425 1928  2347     0 4041   234  2850 4275     0
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.00  0.09  0.07 0.08  0.08  0.00 0.22  0.22  0.01 0.16  0.00
Crit Vol:               126        120              317         18
Crit Moves:            ****       ****             ****        ****
******************************************************************************
```

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-------------------------------------------------------------------------------
                                    LAMP
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
*******************************************************************************
Cycle (sec):       100               Critical Vol./Cap. (X):        0.585
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      45               Level Of Service:                  A
*******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound       East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Protected
Rights:            Ovl              Ovl             Include         Include
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       2  0  0  0  2   0  0  0  0  0   0  0  2  1  1   2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     461    0  183     0    0    0     0 1432  441   126  565    0
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 461    0  183     0    0    0     0 1432  441   126  565    0
Added Vol:    34    0    0     0    0    0     0   24   24     0   46    0
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut: 495    0  183     0    0    0     0 1456  465   126  611    0
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  495    0  183     0    0    0     0 1456  465   126  611    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 495    0  183     0    0    0     0 1456  465   126  611    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.10 1.00 1.10  1.00 1.00 1.00  1.00 1.00 1.10  1.10 1.00 1.00
Final Vol.:  545    0  201     0    0    0     0 1456  512   139  611    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       2.00 0.00 2.00  0.00 0.00 0.00  0.00 2.96 1.04  2.00 2.00 0.00
Final Sat.:  2850    0 2850     0    0    0     0 4218 1482  2850 2850    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.00 0.07  0.00 0.00 0.00  0.00 0.35 0.35  0.05 0.21 0.00
Crit Vol:     272                     0              492         69
Crit Moves:  ****                                   ****       ****
*******************************************************************************
```

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                                    LAMP
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                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
*******************************************************************************
Intersection #75 IMPERIAL HWY. @ 405 NORTH RAMP
*******************************************************************************
Cycle (sec):       100               Critical Vol./Cap. (X):        0.749
Loss Time (sec):     0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      74               Level Of Service:                  C
*******************************************************************************
Street Name:           405 NORTH RAMP                   IMPERIAL HWY
Approach:      North Bound      South Bound       East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase        Permitted       Permitted
Rights:          Include          Include           Ignore          Ignore
Min. Green:    0    0    0     0    0    0     0    0    0     0    0    0
Lanes:       1  0  1! 0  0   0  0  0  0  0   0  0  2  1  1   0  0  2  1  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     152    0  262     0    0    0     0 2414  256     0  396  215
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 152    0  262     0    0    0     0 2414  256     0  396  215
Added Vol:     0    0    0     0    0    0     0    0    0     0   24    0
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut: 152    0  262     0    0    0     0 2414  256     0  420  215
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00
PHF Volume:  152    0  262     0    0    0     0 2414    0     0  420    0
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 152    0  262     0    0    0     0 2414    0     0  420    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00
MLF Adj:     1.10 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00  1.00 1.00 0.00
Final Vol.:  167    0  262     0    0    0     0 2414    0     0  420    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       1.00 0.00 1.00  0.00 0.00 0.00  0.00 3.00 1.00  0.00 3.00 1.00
Final Sat.:  1425    0 1425     0    0    0     0 4275 1425     0 4275 1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.00 0.18  0.00 0.00 0.00  0.00 0.56 0.00  0.00 0.10 0.00
Crit Vol:                262          0              805           0
Crit Moves:             ****                        ****        ****
*******************************************************************************
```

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                      Level Of Service Computation Report
             Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #89 La CIENEGA BLVD. @ LENNOX BLVD
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.540
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       40               Level Of Service:                   A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  LENNOX BLVD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted       Permit+Prot      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  1  1  0    1  0  2  1  0    0  0  0  0  0    1  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:        0  500   325   286  651     4     0    0     0    64    0    71
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:     0  500   325   286  651     4     0    0     0    64    0    71
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:     0  500   325   286  651     4     0    0     0    64    0    71
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:      0  500   325   286  651     4     0    0     0    64    0    71
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:     0  500   325   286  651     4     0    0     0    64    0    71
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:      0  500   325   286  651     4     0    0     0    70    0    71
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.21  0.79  1.00 2.98  0.02  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:      0 1727  1123  1425 4249    26     0    0     0  2850    0  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.29  0.29  0.20 0.15  0.15  0.00 0.00  0.00  0.02 0.00  0.05
Crit Vol:         412         286                    0                     71
Crit Moves:      ****        ****                                        ****
******************************************************************************
```

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                      Level Of Service Computation Report
             Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #94 La CIENEGA BLVD. @ 111TH STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.334
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                   A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  / 111TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:          Permitted       Permitted      Split Phase      Split Phase
Rights:            Include          Include          Include          Include
Min. Green:      0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  0  0    0  0  2  1  0    2  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       48  703     0     0  765    61   103    0   124     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    48  703     0     0  765    61   103    0   124     0    0     0
Added Vol:       0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:     0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    48  703     0     0  765    61   103    0   124     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     48  703     0     0  765    61   103    0   124     0    0     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    48  703     0     0  765    61   103    0   124     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:     48  703     0     0  765    61   113    0   124     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.00  0.00  0.00 2.78  0.22  2.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1425 2850     0     0 3959   316  2850    0  1425     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.25  0.00  0.00 0.19  0.19  0.04 0.00  0.09  0.00 0.00  0.00
Crit Vol:         352          0                     124          0
Crit Moves:      ****        ****                  ****
******************************************************************************
```

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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #96 La CIENEGA BLVD. @ 405 S/B RAPM
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.741
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       72               Level Of Service:                   C
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 N/B RAPM
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Ovl              Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  1    1  0  2  0  0    0  0  0  0  0    1  0  1! 0  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  558    58   179  710     0     0    0     0   785    0   332
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  558    58   179  710     0     0    0     0   785    0   332
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  558    58   179  710     0     0    0     0   785    0   332
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  558    58   179  710     0     0    0     0   785    0   332
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  558    58   179  710     0     0    0     0   785    0   332
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  558    64   179  710     0     0    0     0   864    0   332
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  1.44 0.00  0.56
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2059    0   791
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.20  0.04  0.13 0.25  0.00  0.00 0.00  0.00  0.42 0.00  0.42
Crit Vol:         279         179                    0          598
Crit Moves:      ****        ****                             ****
******************************************************************************
```



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                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #97 La CIENEGA BLVD. @ 405 S/B RAMP
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.378
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       37               Level Of Service:                   A
******************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected      Split Phase      Split Phase
Rights:           Include          Include          Include              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        0  0  1  1  0    2  0  1  1  0    0  0  0  0  1    0  0  0  0  2
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  586    35   324  773     1     0    0     2     0    0   378
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  586    35   324  773     1     0    0     2     0    0   378
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  586    35   324  773     1     0    0     2     0    0   378
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  586    35   324  773     1     0    0     2     0    0   378
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  586    35   324  773     1     0    0     2     0    0   378
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10
Final Vol.:     0  586    35   356  773     1     0    0     2     0    0   416
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 1.89  0.11  2.00 1.99  0.01  0.00 0.00  1.00  0.00 0.00  2.00
Final Sat.:     0 2595   155  2750 2746     4     0    0  1375     0    0  2750
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.23  0.23  0.13 0.28  0.28  0.00 0.00  0.00  0.00 0.00  0.15
Crit Vol:         311          0                              2              208
Crit Moves:      ****        ****                           ****            ****
******************************************************************************
```

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                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #98 La CIENEGA BLVD. @ 405 S/B RAMP
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.333
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28               Level Of Service:                  A
********************************************************************************
Street Name:         La CIENEGA BLVD.                  405 S/B RAMP
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:          Permitted        Permitted      Split Phase      Split Phase
Rights:             Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  2  0  1    1  0  2  1  0    0  0  0  0  1    2  0  0  0  1
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      24  557   27    60  810    3     0    0   10   208    0  208
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:   24  557   27    60  810    3     0    0   10   208    0  208
Added Vol:      0    0    0     0    0    0     0    0    0    22    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   24  557   27    60  810    3     0    0   10   230    0  208
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:    24  557   27    60  810    3     0    0   10   230    0  208
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   24  557   27    60  810    3     0    0   10   230    0  208
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.10 1.00  1.00
Final Vol.:    24  557   27    60  810    3     0    0   10   253    0  208
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425 1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 2.00  1.00  1.00 2.99  0.01  0.00 0.00  1.00 2.00 0.00  1.00
Final Sat.:  1425 2850  1425  1425 4259    16     0    0  1425 2850    0  1425
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.20  0.02  0.04 0.19  0.19  0.00 0.00  0.01 0.09 0.00  0.15
Crit Vol:         279         60                          10  127
Crit Moves:      ****        ****                       ****  ****
********************************************************************************
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                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #101 SEPULVEDA BLVD. @ LA TIJERA BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.799
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      114               Level Of Service:                  C
********************************************************************************
Street Name:       Sepulveda Boulevard              La Tijera Boulevard
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0      0    0    0      0    0    0      0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  2  0  1    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     113 1149   204   106 1574   130   120  325   90   299  243   62
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Initial Bse:  113 1149   204   106 1574   130   120  325   90   299  243   62
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  113 1149   204   106 1574   130   120  325   90   299  243   62
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
PHF Volume:   113 1149   204   106 1574   130   120  325   90   299  243   62
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  113 1149   204   106 1574   130   120  325   90   299  243   62
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Final Vol.:   113 1149   204   106 1574   130   120  325   90   299  243   62
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375 1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00 1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 2.00  1.00 1.00 1.59  0.41
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2750  1375 1375 2191   559
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.28  0.15  0.08 0.38  0.09  0.09 0.12  0.07  0.22 0.11  0.11
Crit Vol:     113                525              163         299
Crit Moves:  ****               ****             ****        ****
********************************************************************************
```

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********************************************************************************
Intersection #108 SEPULVEDA BLVD. @ LINCOLN BLVD.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.930
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                  E
********************************************************************************
Street Name:       SEPULVEDA BOULEVARD               LINCOLN BOULEVARD
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:         Protected         Permitted         Permitted         Permitted
Rights:            Include           Include           Include           Include
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         4  0  2  1  0      0  0  3  1  0      0  0  0  0  4      0  0  1! 0  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     1401 1810     0      0 1903    38      0    0  1654     0    0     0
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  1401 1810     0      0 1903    38      0    0  1654     0    0     0
Added Vol:       0    0     0      0    0     0      0    0     0     0    0     0
PasserByVol:     0    0     0      0    0     0      0    0     0     0    0     0
Initial Fut:  1401 1810     0      0 1903    38      0    0  1654     0    0     0
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   1401 1810     0      0 1903    38      0    0  1654     0    0     0
Reduct Vol:      0    0     0      0    0     0      0    0     0     0    0     0
Reduced Vol:  1401 1810     0      0 1903    38      0    0  1654     0    0     0
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.10  1.00 1.00  1.00
Final Vol.:   1541 1810     0      0 1903    38      0    0  1819     0    0     0
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        4.00 3.00  0.00  0.00 3.92  0.08  0.00 0.00  4.00  0.00 1.00  0.00
Final Sat.:   5700 4275     0      0 5588   112      0    0  5700     0 1425     0
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.27 0.42  0.00  0.00 0.34  0.34  0.00 0.00  0.32  0.00 0.00  0.00
Crit Vol:      385                485                455     0
Crit Moves:   ****               ****               ****
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********************************************************************************
Intersection #114 SEPULVEDA BLVD. @ MANCHESTER AVE.
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.859
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      161               Level Of Service:                  D
********************************************************************************
Street Name:       Sepulveda Boulevard               Manchester Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit       Prot+Permit       Protected       Prot+Permit
Rights:            Ovl               Ovl               Ovl               Ovl
Min. Green:      0    0    0      0    0    0      0    0    0      0    0    0
Lanes:         1  0  3  0  1      1  0  3  0  1      2  0  2  0  1      1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      154 1219   108    316 1629   251    201  717   119    100  476   186
Growth Adj:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Initial Bse:   154 1219   108    316 1629   251    201  717   119    100  476   186
Added Vol:       0    0     0      0    0     0      0    0     0      0    0     0
PasserByVol:     0    0     0      0    0     0      0    0     0      0    0     0
Initial Fut:   154 1219   108    316 1629   251    201  717   119    100  476   186
User Adj:     1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
PHF Volume:    154 1219   108    316 1629   251    201  717   119    100  476   186
Reduct Vol:      0    0     0      0    0     0      0    0     0      0    0     0
Reduced Vol:   154 1219   108    316 1629   251    201  717   119    100  476   186
PCE Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00   1.00 1.00  1.00   1.10 1.00  1.00   1.00 1.00  1.00
Final Vol.:    154 1219   108    316 1629   251    221  717   119    100  476   186
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:     1375 1375  1375   1375 1375  1375   1375 1375  1375   1375 1375  1375
Adjustment:   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00   1.00 1.00  1.00
Lanes:        1.00 3.00  1.00   1.00 3.00  1.00   2.00 2.00  1.00   1.00 1.44  0.56
Final Sat.:   1375 4125  1375   1375 4125  1375   2750 2750  1375   1375 1977   773
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:      0.11 0.30  0.08   0.23 0.39  0.18   0.08 0.26  0.09   0.07 0.24  0.24
Crit Vol:           406          316                359          100
Crit Moves:       ****         ****               ****         ****
********************************************************************************
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              Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #123 WESTCHESTER PARKWAY @ PERSHING DRIVE
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.317
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
********************************************************************************
Street Name:          Pershing Drive                Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted       Protected         Permitted        Permitted
Rights:            Include         Include           Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        0  0  2  0  1    1  0  2  0  0    0  0  0  0  0    2  0  0  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:       0  523   287    69  580     0     0    0     0   173    0   100
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0  523   287    69  580     0     0    0     0   173    0   100
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0  523   287    69  580     0     0    0     0   173    0   100
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0  523   287    69  580     0     0    0     0   173    0   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0  523   287    69  580     0     0    0     0   173    0   100
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00
Final Vol.:     0  523   287    69  580     0     0    0     0   190    0   100
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.00 2.00  1.00  1.00 2.00  0.00  0.00 0.00  0.00  2.00 0.00  1.00
Final Sat.:     0 2850  1425  1425 2850     0     0    0     0  2850    0  1425
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.18  0.20  0.05 0.20  0.00  0.00 0.00  0.00  0.07 0.00  0.07
Crit Vol:               287    69                     0          95
Crit Moves:            ****  ****                          ****
********************************************************************************
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********************************************************************************
Intersection #135 SEPULVEDA BLVD. @ WESTCHESTER PARKWAY
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.866
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      170               Level Of Service:                  D
********************************************************************************
Street Name:        Sepulveda Boulevard           Westchester Parkway
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit      Prot+Permit      Prot+Permit      Prot+Permit
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    1  0  1  1  0    1  0  1  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     175 1455    68   196 1807    60    58  251    92   242  263   190
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  175 1455    68   196 1807    60    58  251    92   242  263   190
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  175 1455    68   196 1807    60    58  251    92   242  263   190
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   175 1455    68   196 1807    60    58  251    92   242  263   190
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  175 1455    68   196 1807    60    58  251    92   242  263   190
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   175 1455    68   196 1807    60    58  251    92   242  263   190
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  1.00 1.46  0.54  1.00 1.16  0.84
Final Sat.:  1375 4125  1375  1375 4125  1375  1375 2012   738  1375 1597  1153
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.35  0.05  0.14 0.44  0.04  0.04 0.12  0.12  0.18 0.16  0.16
Crit Vol:     175                602              172          242
Crit Moves:  ****               ****             ****         ****
********************************************************************************
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                      Level Of Service Computation Report
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******************************************************************************
Intersection #136 SEPULVEDA @ 76th/77th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.501
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       29               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               76th/77th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  3  0  1    1  0  3  0  1    2  0  1  0  1    1  0  1  0  1
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      59 1498    35    114 1269   299   173   35    49    21   43    32
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   59 1498    35    114 1269   299   173   35    49    21   43    32
Added Vol:      0    0     0      0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0      0    0     0     0    0     0     0    0     0
Initial Fut:   59 1498    35    114 1269   299   173   35    49    21   43    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    59 1498    35    114 1269   299   173   35    49    21   43    32
Reduct Vol:     0    0     0      0    0     0     0    0     0     0    0     0
Reduced Vol:   59 1498    35    114 1269   299   173   35    49    21   43    32
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00
Final Vol.:    59 1498    35    114 1269   299   190   35    49    21   43    32
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 3.00  1.00  1.00 3.00  1.00  2.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1500 4500  1500  1500 4500  1500  3000 1500  1500  1500 1500  1500
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.33  0.02  0.08 0.28  0.20  0.06 0.02  0.03  0.01 0.03  0.02
Crit Vol:         499         114                95                    43
Crit Moves:      ****        ****              ****                  ****
******************************************************************************
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******************************************************************************
Intersection #137 SEPULVEDA BLVD. @ 79th/80th STREET
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.516
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30               Level Of Service:                  A
******************************************************************************
Street Name:       Sepulveda Boulevard               79th/80th Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
-----------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      79 1665    31    32 1307   170   104   54    77    26   44    28
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   79 1665    31    32 1307   170   104   54    77    26   44    28
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   79 1665    31    32 1307   170   104   54    77    26   44    28
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    79 1665    31    32 1307   170   104   54    77    26   44    28
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   79 1665    31    32 1307   170   104   54    77    26   44    28
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    79 1665    31    32 1307   170   104   54    77    26   44    28
-----------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.95  0.05  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.61  0.39
Final Sat.:  1500 4418    82  1500 4500  1500  1500 1500  1500  1500  917   583
-----------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.38  0.38  0.02 0.29  0.11  0.07 0.04  0.05  0.02 0.05  0.05
Crit Vol:         565          32              104                    72
Crit Moves:      ****        ****              ****                  ****
******************************************************************************
```

```
Baseline 2015 plus Proj-PM Wed Aug 10, 2016 16:08:08                Page 31-1
--------------------------------------------------------------------------------
                                      LAMP
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #138 SEPULVEDA BLVD. @ 83rd STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.474
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       27               Level Of Service:                  A
********************************************************************************
Street Name:       Sepulveda Boulevard                 83rd Street
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:          Permitted        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  2  1  0    1  0  2  1  0    0  0  1! 0  0    1  0  0  1  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:      48 1657    15    38 1346    48    43   39    25     8   27    24
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   48 1657    15    38 1346    48    43   39    25     8   27    24
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48 1657    15    38 1346    48    43   39    25     8   27    24
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    48 1657    15    38 1346    48    43   39    25     8   27    24
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   48 1657    15    38 1346    48    43   39    25     8   27    24
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    48 1657    15    38 1346    48    43   39    25     8   27    24
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 2.97  0.03  1.00 2.90  0.10  0.41 0.36  0.23  1.00 0.53  0.47
Final Sat.:  1500 4460    40  1500 4345   155   603  547   350  1500  794   706
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.37  0.37  0.03 0.31  0.31  0.07 0.07  0.07  0.01 0.03  0.03
Crit Vol:         557        38                 107                  8
Crit Moves:      ****       ****               ****       ****
********************************************************************************
```

```
Traffix 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA
```



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Baseline 2015 plus Proj-PM Wed Aug 10, 2016 16:08:08                Page 32-1
--------------------------------------------------------------------------------
                                      LAMP
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #1000 La CIENEGA BLVD. @ 104 TH STREET
********************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.429
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       33               Level Of Service:                  A
********************************************************************************
Street Name:          La CIENEGA BLVD.                 104 TH STREET
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|--------------||--------------||--------------||--------------|
Control:       Prot+Permit        Permitted        Permitted        Permitted
Rights:            Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  1  1  0    1  0  2  1  0    1  0  1  0  1    0  0  1! 0  0
------------|--------------||--------------||--------------||--------------|
Volume Module:
Base Vol:     109  521    11    42  709    48    81    3   244     6    1    10
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  109  521    11    42  709    48    81    3   244     6    1    10
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  109  521    11    42  709    48    81    3   244     6    1    10
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   109  521    11    42  709    48    81    3   244     6    1    10
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  109  521    11    42  709    48    81    3   244     6    1    10
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   109  521    11    42  709    48    81    3   244     6    1    10
------------|--------------||--------------||--------------||--------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.96  0.04  1.00 2.81  0.19  1.00 1.00  1.00  0.35 0.06  0.59
Final Sat.:  1425 2791    59  1425 4004   271  1425 1425  1425   503   84   838
------------|--------------||--------------||--------------||--------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.19  0.19  0.03 0.18  0.18  0.06 0.00  0.17  0.01 0.01  0.01
Crit Vol:     109                252                  244     6
Crit Moves:  ****               ****                 ****  ****
********************************************************************************
```

```
Traffix 7.7.0715 (c) 2004 Dowling Assoc. Licensed to RICONDO, ALEXANDRIA
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```
Future 2019 w/ Proj w/ Mit-AM Peak        Wed Aug 17, 2016 11:13:01                Page 1-1
------------------------------------------------------------------------------
                                    LAMP
------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2019 w/ Proj w/ Mit-AM Peak

Command:              Employee AM
Volume:               Employee AM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      AM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```



```
Future 2019 w/ Proj w/ Mit-AM Peak        Wed Aug 17, 2016 11:13:02                Page 3-1
------------------------------------------------------------------------------
                                    LAMP
------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
********************************************************************************
Intersection #16 IMPERIAL HWY. @ AVIATION BL.
********************************************************************************
Cycle (sec):        100                 Critical Vol./Cap. (X):        0.768
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       98                 Level Of Service:                 C
********************************************************************************
Street Name:            AVIATION BL.                    IMPERIAL HWY.
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:             Ovl              Ovl              Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  2  0  1    2  0  1  1  1    2  0  2  1  0    2  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:     273  521   102   211  274   195   123  225    60   228  977   711
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  273  521   102   211  274   195   123  225    60   228  977   711
Added Vol:     20    1     0    16    3     5     0    8     0     0  178    17
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  293  522   102   227  277   200   123  233    60   228 1155   728
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   293  522   102   227  277   200   123  233    60   228 1155   728
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  293  522   102   227  277   200   123  233    60   228 1155   728
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.10  1.10 1.00  1.00  1.10 1.00  1.00
Final Vol.:   322  522   102   250  277   220   135  233    60   251 1155   728
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 2.00  1.00  2.00 1.67  1.33  2.00 2.39  0.61  2.00 3.00  1.00
Final Sat.:  2750 2750  1375  2750 2299  1826  2750 3280   845  2750 4125  1375
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.19  0.07  0.09 0.12  0.12  0.05 0.07  0.07  0.09 0.28  0.53
Crit Vol:          261           0              68                          728
Crit Moves:       ****          ****           ****                        ****
********************************************************************************
```

```
Future 2019 w/ Proj w/ Mit-AM Peak        Wed Aug 17, 2016 11:13:02              Page 15-1
------------------------------------------------------------------------------
                                    LAMP
------------------------------------------------------------------------------
                      Level Of Service Computation Report
             Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #74 IMPERIAL HWY. @  105 RAMP
******************************************************************************
Cycle (sec):        100                Critical Vol./Cap. (X):        0.932
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180                Level Of Service:                 E
******************************************************************************
Street Name:            / 105 RAMP                    IMPERIAL HWY.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Permitted       Protected
Rights:            Ovl              Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  0  0  2    0  0  0  0  0    0  0  2  1  1    2  0  2  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 3 Aug 2004 << Employee A.M.
Base Vol:    1013    0   337     0    0     0     0  274   331   103 1036     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse: 1013    0   337     0    0     0     0  274   331   103 1036     0
Added Vol:    130    0     0     0    0     0     0   23     0     0   65     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut: 1143    0   337     0    0     0     0  297   331   103 1101     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:  1143    0   337     0    0     0     0  297   331   103 1101     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol: 1143    0   337     0    0     0     0  297   331   103 1101     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.10  1.00 1.00  1.00  1.00 1.00  1.10  1.10 1.00  1.00
Final Vol.:  1257    0   371     0    0     0     0  297   364   113 1101     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1425 1425  1425  1425 1425  1425  1425 1425  1425  1425 1425  1425
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 0.00  2.00  0.00 0.00  0.00  0.00 2.00  2.00  2.00 2.00  0.00
Final Sat.:  2850    0  2850     0    0     0     0 2850  2850  2850 2850     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.44 0.00  0.13  0.00 0.00  0.00  0.00 0.10  0.13  0.04 0.39  0.00
Crit Vol:     629                     0              149              551
Crit Moves:  ****                                  ****             ****
******************************************************************************
```



```
Future 2019 w/ Proj w/ Mit-PM Peak        Wed Aug 17, 2016 11:14:58              Page 1-1
------------------------------------------------------------------------------
                                    LAMP
------------------------------------------------------------------------------
                                Scenario Report
Scenario:             Future 2019 w/ Proj w/ Mit-PM Peak

Command:              Employee PM
Volume:               Employee PM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      PM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```

```
Future 2019 w/ Proj w/ Mit-PM Peak        Wed Aug 17, 2016 11:14:59                Page 2-1
------------------------------------------------------------------------------------------
                                        LAMP
------------------------------------------------------------------------------------------
                        Level Of Service Computation Report
                 Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.925
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      180               Level Of Service:                   E
******************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:         Protected        Protected        Protected        Protected
Rights:            Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     455  528   123   105  491   141   142 1958   455   101 1208   146
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  455  528   123   105  491   141   142 1958   455   101 1208   146
Added Vol:      8    5     0    14   12     0     0  236     8     0    2     4
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  463  533   123   119  503   141   142 2194   463   101 1210   150
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   463  533   123   119  503   141   142 2194   463   101 1210   150
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  463  533   123   119  503   141   142 2194   463   101 1210   150
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   509  533   123   131  503   141   142 2194   463   101 1210   150
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.62  0.38  2.00 2.00  1.00  1.00 3.30  0.70  1.00 3.56  0.44
Final Sat.:  2750 2234   516  2750 2750  1375  1375 4542   958  1375 4893   607
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.24  0.24  0.05 0.18  0.10  0.10 0.48  0.48  0.07 0.25  0.25
Crit Vol:     255              252              664              101
Crit Moves:  ****             ****             ****             ****
******************************************************************************
```



```
Baseline 2015 plus Proj with Mit-PM Wed Aug 10, 2016 16:13:50                Page 1-1
------------------------------------------------------------------------------------------
                                        LAMP
------------------------------------------------------------------------------------------
                                    Scenario Report
Scenario:             Baseline 2015 plus Proj with Mit-PM Peak

Command:              Employee PM
Volume:               Employee PM
Geometry:             Existing geometry
Impact Fee:           Default Impact Fee
Trip Generation:      PM Peak
Trip Distribution:    Trip_am_pm
Paths:                Default Paths
Routes:               Default Routes
Configuration:        Default Configuration
```

```
Baseline 2015 plus Proj with Mit-PM Wed Aug 10, 2016 16:13:51                Page 4-1
------------------------------------------------------------------------------
                                    LAMP
------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Future Volume Alternative)
******************************************************************************
Intersection #14 AVIATION BLVD. @ CENTURY BLVD.
******************************************************************************
Cycle (sec):        100               Critical Vol./Cap. (X):        0.806
Loss Time (sec):      0 (Y+R =  4 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      118               Level Of Service:                 D
******************************************************************************
Street Name:          AVIATION BLVD.                  CENTURY BLVD.
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Protected        Protected
Rights:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  1  1  0    2  0  2  0  1    1  0  3  1  0    1  0  3  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     420  488   114    97  454   130   131 1809   420    93 1116   135
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  420  488   114    97  454   130   131 1809   420    93 1116   135
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  420  488   114    97  454   130   131 1809   420    93 1116   135
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   420  488   114    97  454   130   131 1809   420    93 1116   135
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  420  488   114    97  454   130   131 1809   420    93 1116   135
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.10 1.00  1.00  1.10 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:   462  488   114   107  454   130   131 1809   420    93 1116   135
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1375 1375  1375  1375 1375  1375  1375 1375  1375  1375 1375  1375
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       2.00 1.62  0.38  2.00 2.00  1.00  1.00 3.25  0.75  1.00 3.57  0.43
Final Sat.:  2750 2229   521  2750 2750  1375  1375 4464  1036  1375 4906   594
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.17 0.22  0.22  0.04 0.17  0.09  0.10 0.41  0.41  0.07 0.23  0.23
Crit Vol:     231                227              557              93
Crit Moves:  ****              ****             ****             ****
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Appendix X
LANDSIDE ACCESS MODERNIZATION PROGRAM

Construction Vehicle Haul Routes and Distributions

August 2016

Prepared for:

Los Angeles World Airports
One World Way
Los Angeles, California 90045

Prepared by:

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Confidential - Preliminary Draft Deliberative Material

Table of Contents

List of Tables

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1. CONSTRUCTION VEHICLE DISTRIBUTIONS

This appendix provides vehicle distribution of construction vehicle trips expected to be using the different routes entering and exiting the study area for the LAMP Project. A description of each vehicle route is provided as well as the percentage of vehicles assumed to be distributed on each route by the type of construction vehicle.

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Table 1

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot D)

From	To	Route [1]	Percentage of Trips [2]
Employees Entering the Study Area			
I-405 South	Construction Employee Lot [4]	I-405 NB to Century WB to CTA	23%
I-405 North	Construction Employee Lot [4]	I-405 SB to Howard Hughes WB to Sepulveda SB to Century WB to CTA	21%
I-105 East	Construction Employee Lot [4]	I-105 WB to Imperial WB to Aviation NB to Century WB to CTA	32%
North Sepulveda [3]	Construction Employee Lot [4]	Sepulveda SB to CTA	6%
South Sepulveda	Construction Employee Lot [4]	Sepulveda NB to CTA	5%
East Century	Construction Employee Lot [4]	Century WB to CTA	3%
North La Cienega	Construction Employee Lot [4]	La Cienega SB to Century WB to CTA	1%
South La Cienega	Construction Employee Lot [4]	La Cienega NB to Century WB to CTA	0.1%
East Imperial	Construction Employee Lot [4]	Imperial WB to Aviation NB to Century WB to CTA	5%
West Imperial	Construction Employee Lot [4]	Imperial EB to Aviation NB to Century WB to CTA	0.03%
South Main	Construction Employee Lot [4]	South Main NB to Imperial EB to Sepulveda NB to CTA	0.1%
South Nash	Construction Employee Lot [4]	South Nash NB to Imperial WB to Sepulveda NB to CTA	0.3%
South Douglas	Construction Employee Lot [4]	South Douglas NB to Imperial WB to Sepulveda NB to CTA	0.3%
North Aviation	Construction Employee Lot [4]	Aviation SB to Century WB to CTA	1%
South Aviation	Construction Employee Lot [4]	Aviation NB to Century WB to CTA	2%
East Lennox	Construction Employee Lot [4]	Lennox WB to La Cienega NB to Century WB to CTA	0.1%
Employees Exiting the Study Area			
Construction Employee Lot [4]	I-405 South	CTA to Century EB to La Cienega SB to I-405 SB Ramp	23%
Construction Employee Lot [4]	I-405 North	CTA to Sepulveda NB to Howard Hughes EB to I-405 NB Ramp	21%
Construction Employee Lot [4]	I-105 East	CTA to Century EB to Aviation SB to Imperial EB to I-105 EB Ramp	32%
Construction Employee Lot [4]	North Sepulveda [3]	CTA to Sepulveda NB	6%
Construction Employee Lot [4]	South Sepulveda	CTA to Sepulveda SB	5%
Construction Employee Lot [4]	East Century	CTA to Century EB	3%
Construction Employee Lot [4]	North La Cienega	CTA to Century EB to La Cienega NB	1%
Construction Employee Lot [4]	South La Cienega	CTA to Century EB to La Cienega SB	0.1%
Construction Employee Lot [4]	East Imperial	CTA to Century EB to Aviation SB to Imperial EB	5%
Construction Employee Lot [4]	West Imperial	CTA to Century EB to Aviation SB to Imperial WB	0.03%
Construction Employee Lot [4]	South Main	CTA to Century EB to Aviation SB to Imperial WB to Main SB	0.1%
Construction Employee Lot [4]	South Nash	CTA to Century EB to Aviation SB to Imperial WB to Nash SB	0.3%
Construction Employee Lot [4]	South Douglas	CTA to Century EB to Aviation SB to Imperial WB to Douglas SB	0.3%
Construction Employee Lot [4]	North Aviation	CTA to Century EB to Aviation NB	1%
Construction Employee Lot [4]	South Aviation	CTA to Century EB to Aviation SB	2%
Construction Employee Lot [4]	East Lennox	CTA to Century EB to La Cienega SB to Lennox EB	0.1%
Shuttles Entering the Construction Site			
Construction Employee Lot [4]	Construction Site	N/A [5]	100%

Construction Vehicle Haul Routes and Distributions

Table 1

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot D)

From	To	Route [1]	Percentage of Trips [2]
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot [4]	N/A [5]	100%
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to Century WB to CTA	30%
I-405 North	Construction Site	I-405 SB to La Cienega SB to Imperial WB to Aviation NB to Century WB to CTA	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to Aviation NB to Century WB to CTA	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	CTA to Century EB to Aviation SB to Imperial EB to La Cienega SB to I-405 SB	30%
Construction Site	I-405 North	CTA to Century EB to I-405 NB	28%
Construction Site	I-105 East	CTA to Century EB to Aviation SB to Imperial EB to I-105 EB	42%

1/ Construction approach routes provided by LAWA Ground Transportation Planning Section.

2/ The percentages of trips were estimated based on information from the estimated 2005 Regional Transportation Plan background population provided in Table S1 of the LAX Master Plan Supplement to the Draft EIR and the *Los Angeles International Airport 2011 Passenger Survey*, August 2012..

3/ Several roadways were combined with North Sepulveda Boulevard including Lincoln Boulevard, La Tijera Boulevard, and Manchester Boulevard.

4/ The construction staging lot is located in the Central Terminal Area (CTA).

5/ Employees assumed to park at nearest staging area to construction. Employee shuttles would not access public roadway system.

Sources: LAWA Staff and Ricondo & Associates, Inc., August 2016.

Table 2

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot K)

From	To	Route [1]	Percentage of Trips [2]
Employees Entering the Study Area			
I-405 South	Construction Employee Lot [4]	I-405 NB to Century WB to Airport NB	23%
I-405 North	Construction Employee Lot [4]	I-405 SB to La Cienega NB to Westchester WB to Airport SB	21%
I-105 East	Construction Employee Lot [4]	I-105 WB to Imperial WB to Aviation NB to Century WB to Airport NB	32%
North Sepulveda [3]	Construction Employee Lot [4]	Sepulveda SB to Westchester EB to Airport SB	6%
South Sepulveda	Construction Employee Lot [4]	Sepulveda NB to Century EB to Airport NB	5%
East Century	Construction Employee Lot [4]	Century WB to Airport NB	3%
North La Cienega	Construction Employee Lot [4]	La Cienega SB to Century WB to Airport NB	1%
South La Cienega	Construction Employee Lot [4]	La Cienega NB to Century WB to Airport NB	0.1%
East Imperial	Construction Employee Lot [4]	Imperial WB to Aviation NB to Century WB to Airport NB	5%
West Imperial	Construction Employee Lot [4]	Imperial EB to Sepulveda NB to Century EB to Airport NB	0.03%
South Main	Construction Employee Lot [4]	Main NB to Imperial EB to Sepulveda NB to Century EB to Airport NB	0.1%
South Nash	Construction Employee Lot [4]	Nash NB to Imperial EB to Aviation NB to Century WB to Airport NB	0.3%
South Douglas	Construction Employee Lot [4]	Douglas NB to Imperial EB to Aviation NB to Century WB to Airport NB	0.3%
North Aviation	Construction Employee Lot [4]	Aviation SB to Westchester WB to Airport SB	1%
South Aviation	Construction Employee Lot [4]	Aviation NB to Century WB to Airport NB	2%
East Lennox	Construction Employee Lot [4]	Lennox WB to La Cienega NB to Century WB to Airport NB	0.1%
Employees Exiting the Study Area			
Construction Employee Lot [4]	I-405 South	Airport SB to Century EB to La Cienega SB to I-405 SB Ramp	23%
Construction Employee Lot [4]	I-405 North	Airport NB to Westchester EB to Sepulveda NB to Howard Hughes EB to I-405 NB	21%
Construction Employee Lot [4]	I-105 East	Airport SB to Century EB to Aviation SB to Imperial EB to I-105 EB Ramp	32%
Construction Employee Lot [4]	North Sepulveda [3]	Airport NB to Westchester WB to Sepulveda NB	6%
Construction Employee Lot [4]	South Sepulveda	Airport SB to Century WB to Sepulveda SB	5%
Construction Employee Lot [4]	East Century	Airport SB to Century EB	3%

Table 2

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot K)

From	To	Route [1]	Percentage of Trips [2]
Construction Employee Lot [4]	North La Cienega	Airport NB to Westchester EB to La Cienega NB	1%
Construction Employee Lot [4]	South La Cienega	Airport SB to Century EB to La Cienega SB	0.1%
Construction Employee Lot [4]	East Imperial	Airport SB to Century EB to Aviation SB to Imperial EB	5%
Construction Employee Lot [4]	West Imperial	Airport SB to Century WB to Sepulveda SB to Imperial WB	0.03%
Construction Employee Lot [4]	South Main	Airport SB to Century WB to Sepulveda SB to Imperial WB to Main SB	0.1%
Construction Employee Lot [4]	South Nash	Airport SB to Century WB to Sepulveda SB to Imperial EB to Nash SB	0.3%
Construction Employee Lot [4]	South Douglas	Airport SB to Century EB to Aviation SB to Imperial WB Nash SB	0.3%
Construction Employee Lot [4]	North Aviation	Airport NB to Westchester EB to Aviation NB	1%
Construction Employee Lot [4]	South Aviation	Airport SB to Century EB to Aviation SB	2%
Construction Employee Lot [4]	East Lennox	Airport SB to Century EB to La Cienega SB to Lennox EB	0.1%
Shuttles Entering the Construction Site			
Construction Employee Lot [4]	Construction Site	N/A [5]	100%
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot [4]	N/A [5]	100%
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to Imperial WB to Aviation NB to Century WB to Airport NB	30%
I-405 North	Construction Site	I-405 SB to La Cienega SB to Imperial WB to Aviation NB to Century WB to Airport NB	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to Aviation NB to Century WB to Airport NB	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Airport SB to Century EB to Aviation SB to Imperial EB to La Cienega SB to I-405 SB	30%
Construction Site	I-405 North	Airport SB to Century EB to I-405 NB	28%
Construction Site	I-105 East	Airport SB to Century EB to Aviation SB to Imperial EB to I-105 EB	42%

Table 2

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot K)

From	To	Route [1]	Percentage of Trips [2]

1/ Construction approach routes provided by LAWA Ground Transportation Planning Section.

2/ The percentages of trips were estimated based on information from the estimated 2005 Regional Transportation Plan background population provided in Table S1 of the LAX Master Plan Supplement to the Draft EIR and the *Los Angeles International Airport 2011 Passenger Survey*, August 2012.

3/ Several roadways were combined with North Sepulveda Boulevard including Lincoln Boulevard, La Tijera Boulevard, and Manchester Boulevard.

4/ The construction employee lot is located at the Belford Lot along Airport Boulevard.

5/ Employees assumed to park at nearest staging area to construction. Employee shuttles would not access public roadway system.

Sources: LAWA Staff and Ricondo & Associates, Inc., August 2016.

Table 3

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot P)

From	To	Route [1]	Percentage of Trips [2]
Employees Entering the Study Area			
I-405 South	Construction Employee Lot [4]	I-405 NB to I-105 WB to Sepulveda NB to Century WB	23%
I-405 North	Construction Employee Lot [4]	I-405 SB to Howard Hughes WB to Sepulveda SB to Century EB	21%
I-105 East	Construction Employee Lot [4]	I-105 WB to Sepulveda NB to Century WB	32%
North Sepulveda [3]	Construction Employee Lot [4]	Sepulveda SB to Century EB	6%
South Sepulveda	Construction Employee Lot [4]	Sepulveda NB to Century EB	5%
East Century	Construction Employee Lot [4]	Century WB	3%
North La Cienega	Construction Employee Lot [4]	La Cienega SB to Century WB	1%
South La Cienega	Construction Employee Lot [4]	La Cienega NB to Century WB	0.1%
East Imperial	Construction Employee Lot [4]	Imperial WB to Aviation NB to Century WB	5%
West Imperial	Construction Employee Lot [4]	Imperial EB to Sepulveda NB to Century EB	0.03%
South Main	Construction Employee Lot [4]	Main NB to Imperial EB to Sepulveda NB to Century EB	0.1%
South Nash	Construction Employee Lot [4]	Nash NB to Imperial WB to Sepulveda NB to Century EB	0.3%
South Douglas	Construction Employee Lot [4]	Douglas NB to Imperial WB to Sepulveda NB to Century EB	0.3%
North Aviation	Construction Employee Lot [4]	Aviation SB to Century WB	1%
South Aviation	Construction Employee Lot [4]	Aviation NB to Century WB	2%
East Lennox	Construction Employee Lot [4]	Lennox WB to La Cienega NB to Century WB	0.1%
Employees Exiting the Study Area			
Construction Employee Lot [4]	I-405 South	Century EB to La Cienega SB to I-405 SB	23%
Construction Employee Lot [4]	I-405 North	Century EB to I-405 NB	21%
Construction Employee Lot [4]	I-105 East	Century WB to Sepulveda SB to I-105 EB	32%
Construction Employee Lot [4]	North Sepulveda [3]	Century WB to Sepulveda NB	6%
Construction Employee Lot [4]	South Sepulveda	Century WB to Sepulveda SB	5%
Construction Employee Lot [4]	East Century	Century EB	3%

Table 3

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot P)

From	To	Route [1]	Percentage of Trips [2]
Construction Employee Lot [4]	North La Cienega	Century EB to La Cienega NB	1%
Construction Employee Lot [4]	South La Cienega	Century EB to La Cienega SB	0.1%
Construction Employee Lot [4]	East Imperial	Century EB to Aviation SB to Imperial EB	5%
Construction Employee Lot [4]	West Imperial	Century WB to Sepulveda SB to Imperial WB	0.03%
Construction Employee Lot [4]	South Main	Century WB to Sepulveda SB to Imperial WB to Main SB	0.1%
Construction Employee Lot [4]	South Nash	Century WB to Sepulveda SB to Imperial EB to Nash SB	0.3%
Construction Employee Lot [4]	South Douglas	Century WB to Sepulveda SB to Imperial EB to Douglas SB	0.3%
Construction Employee Lot [4]	North Aviation	Century EB to Aviation NB	1%
Construction Employee Lot [4]	South Aviation	Century EB to Aviation SB	2%
Construction Employee Lot [4]	East Lennox	Century EB to La Cienega SB to Lennox EB	0.1%
Shuttles Entering the Construction Site			
Construction Employee Lot [4]	Construction Site	N/A [5]	100%
Shuttles Exiting the Construction Site			
Construction Site	Construction Employee Lot [4]	N/A [5]	100%
Deliveries Entering the Construction Site			
I-405 South	Construction Site	I-405 NB to Century WB	30%
I-405 North	Construction Site	I-405 SB to La Cienega SB to Imperial WB to Aviation NB to Century WB	28%
I-105 East	Construction Site	I-105 WB to Imperial WB to Aviation NB to Century WB	42%
Deliveries Exiting the Construction Site			
Construction Site	I-405 South	Century EB to Aviation SB to Imperial EB to La Cienega SB to I-405 SB	30%
Construction Site	I-405 North	Century EB to I-405 NB	28%
Construction Site	I-105 East	Century EB to Aviation SB to Imperial EB to I-105 EB	42%

Construction Vehicle Haul Routes and Distributions

Table 3

LAX LAMP Project – Project Related Construction Vehicle Routes (Construction Staging Lot P)

From	To	Route [1]	Percentage of Trips [2]

1/ Construction approach routes provided by LAWA Ground Transportation Planning Section.

2/ The percentages of trips were estimated based on information from the estimated 2005 Regional Transportation Plan background population provided in Table S1 of the LAX Master Plan Supplement to the Draft EIR and the *Los Angeles International Airport 2011 Passenger Survey*, August 2012.

3/ Several roadways were combined with North Sepulveda Boulevard including Lincoln Boulevard, La Tijera Boulevard, and Manchester Boulevard.

4/ The construction employee lot is located at the 6150 Complex along Century Boulevard.

5/ Employees assumed to park at nearest staging area to construction. Employee shuttles would not access public roadway system.

Sources: LAWA Staff and Ricondo & Associates, Inc., August 2016.

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Los Angeles
World Airports